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United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is used in nominating or requesting determinations of individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "X" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (Form 10-900-a). Use a typewriter, word processor or computer to complete all items.

☒ New Submission ☐ Amended Submission

1. Name of Property

historic name: Schoodic Peninsula Historic District
other name: n/a

2. Location

street & number: 1.5 miles south of Route 186 ☐ not for publication
city or town: Winter Harbor (Park Headquarters – Rte 233, Eagle Lake Rd., Bar Harbor) ☒ vicinity
state: Maine code: ME county: Hancock code: 009 zip code: 04693

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this ☐ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☒ locally. (☐ See continuation sheet for additional comments.)

Signature of certifying official/Title

Date

National Park Service

State or Federal agency and bureau

In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments.)

Signature of commenting official/Title

Date

Maine Historic Preservation Commission

State or Federal agency and bureau

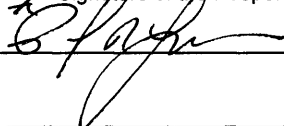
4. National Park Service Certification

I hereby certify that the property is:

- ☒ entered in the National Register.
☐ See continuation sheet.
☐ determined eligible for the National Register.
☐ See continuation sheet.
☐ determined not eligible for the National Register.
☐ See continuation sheet.
☐ removed from the National Register.
☐ other, (explain)

Signature of the Keeper

Date of Action



6/29/2007

Historic Resources of Acadia Multiple Property Listing

5. Classification**Ownership of Property**

(Check as many boxes as apply)

- ☐ private
☐ public – local
☐ public – State
☒ public - Federal

Category of Property

(Check only one box)

- ☐ building (s)
☒ district
☐ site
☐ structure
☐ object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
3	2	buildings
8	1	sites
3	5	structures
1	0	objects
15	8	TOTAL

Name of related multiple property listing

Historic Resources of Acadia Multiple Property Listing

Number of contributing resources previously

listed in the National Register: 0

6. Function or Use**Historic Functions:**

Recreation and Culture/outdoor recreation
 Landscape/park
 Landscape/natural feature

Current Functions

Recreation and Culture/outdoor recreation
 Landscape/park
 Landscape/natural feature

7. Description**Architectural Classification**

Other: National Park Service Rustic Design Style

Materials**foundation**

granite, concrete

walls

board and batten, shingle, plywood, concrete

roof

wood, asphalt

other

earth, stone, wood, iron, asphalt

Narrative Description

See Continuation Sheets, Section 7, Pages 1 - 14

8. Statement of Significance**Applicable National Register Criteria**

- ☒ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
☒ **B** Property is associated with the lives of persons significant in our past.
☒ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
☐ **D** Property has yielded, or is likely to yield, information important to prehistory or history.

Historic Resources of Acadia Multiple Property Listing

Criteria Considerations

Property is:

- ☐ **A** owned by a religious institution or used for religious purposes.
☐ **B** removed from its original location.
☐ **C** a birthplace or grave.
☐ **D** a cemetery.
☐ **E** a reconstructed building, object, or structure
☐ **F** a commemorative property
☐ **G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

architecture, community development, conservation,
engineering, landscape architecture, recreation,
transportation, other (philanthropy)

Period of Significance

1929 to 1941

Significant Dates

1929, 1931-1941

Cultural Affiliation

n/a

Significant Person

John D. Rockefeller, Jr.

Architect/Builder

National Park Service

Narrative Statement of Significance

See Continuation Sheets, Section 8, Pages 15 – 26

9. Major Bibliographic References

Bibliography

See Continuation Sheets, Section 9, Pages 27 - 30

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67)
has been requested
- ☐ previously listed in the National Register
☐ previously determined eligible by National Register
☐ designated a National Historic Landmark
☐ recorded by Historic American Buildings Survey
☐ recorded by Historic American Engineering Record
☐ Local government

Primary location of additional data:

- State Historic Preservation Office
Maine Historic Preservation Commission,
Augusta ME
- Other State agency
Maine State Archives, Augusta ME
- Federal agency
Acadia National Park, Bar Harbor ME
National Archives and Records Administration
Waltham MA, and College Park, MD
- University
Fogler Library, University of Maine, Orono ME
- Other
Maine Historical Society, Portland ME
Rockefeller Archive Center, N. Tarrytown NY
Winter Harbor Historical Society, Winter Harbor
ME
Gouldsboro Historical Society, S. Gouldsboro ME
Winter Harbor Library, Winter Harbor ME
Dorcas Library, Prospect Harbor ME

10. Geographical Data

Acreage of Property: 1,083 acres

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UTM References

A	<u>19</u>	<u>573575</u>	<u>4913928</u>	C	<u>19</u>	<u>573941</u>	<u>4913803</u>
	Zone	Easting	Northing		Zone	Easting	Northing
B	<u>19</u>	<u>574091</u>	<u>4913958</u>	D	<u>19</u>	<u>574184</u>	<u>4912007</u>
	Zone	Easting	Northing		Zone	Easting	Northing

See Continuation Sheet, Section 10, Page 31

Verbal Boundary Description

See Continuation Sheet, Section 10, Page 31

Boundary Justification

See Continuation Sheet, Section 10, Page 31

11. Form Prepared By

name/title:	Lee Terzis/Historian	date:	Sept 27, 2001
	updated by Nancy J. Brown/Historical Landscape Architect		July, 2005
organization:	National Park Service, Olmsted Center for Landscape Preservation		
street & number:	99 Warren Street	telephone:	617 566-1689
city or town	Brookline	state:	MA
		zip code:	02445

Additional Documentation**Continuation Sheets**

Section 7: Description of Present and Historical Physical Appearance, Pages 1 - 14

Section 8: Statement of Significance, Pages 15 - 26

Section 9: Bibliography, Pages 27 - 30

Section 10: Geographical Data, Page 31

Maps

USGS 7.5' Schoodic Head and Winter Harbor quadrangles, showing boundaries of district

Six GIS maps of district showing contributing and non-contributing resources

Photographs

List of photographs on continuation sheet, and 36 black and white photographs

Data Sheets

Table of countable resources and associated features

Property Owner

name:	National Park Service, Acadia National Park		
street & number:	Rte. 233, Eagle Lake Road	telephone:	(207) 288-0374
city or town	Bar Harbor	state:	Maine
		zip code:	04609

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et. seq.)

Estimated Burden Statement: Public reporting burden for this form is estimated to average 120 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, D.C. 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, D.C. 20503.

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DESCRIPTION OF PRESENT AND HISTORIC PHYSICAL APPEARANCE

Summary

Schoodic Peninsula is a rocky, wooded headland that juts into the Atlantic at Winter Harbor, Maine. Five miles to the west across Frenchman Bay lies Mount Desert Island and the main part of Acadia National Park. Local activities to both protect and provide public access to the scenic peninsula led to its addition to Acadia in 1929. Although geographically separate, Schoodic Peninsula shares with the rest of Acadia not only a common history, but also the same tradition of design in its constructed features. This linkage is readily apparent on the landscape. Initial development by the National Park Service (NPS) in the 1930s, including the construction of a new park road and a naval facility, were begun largely at the behest of John D. Rockefeller, Jr. These and subsequent NPS projects provided public facilities compatible with the natural environment as expressed through a rustic design vocabulary. The Schoodic Peninsula Historic District encompasses 1,083 acres, along the shore line and the south-east portion of the peninsula within the 2,125-acre park boundary. The historic resources include the curvilinear route of the perimeter loop roadway system, hiking trails, a Civilian Conservation Corps-era truck trail, garage, restroom and maintenance buildings, and a commemorative plaque

The Schoodic Peninsula Historic District is associated with the multiple property listing Historic Resources of Acadia National Park, and covers resources within park boundaries on Schoodic Peninsula and Big Moose Island. Two historic contexts developed in the multiple property listing are relevant to the historic resources included in this district. They are: John D. Rockefeller, Jr. and the Development of the National Park System, and Rustic Design. The latter includes a sub-theme Rustic Design in the National Park Service, which is applicable to the majority of resources evaluated in this nomination.

Schoodic Peninsula also contains numerous archeological resources, clustered primarily in the Frazer Point area. These include prehistoric Native American sites and small homesteads and settlements occupied by later settlers of European or African American descent. Although these resources predate the period of significance and thus are not included in this nomination, they may be eligible for listing in the National Register

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under Criterion D. Such resources will be evaluated within the framework of these early settlement historic contexts as they are developed.¹

General Description of District

Topography

Schoodic Peninsula is a dramatic product of geological upheavals, glacial scouring, and inundation by the sea. The bedrock of the peninsula and most of the surrounding islands consists of fine-grained pinkish granite, a type also found on Mount Desert Island. This granite was used extensively in various park construction projects, and numerous quarries are scattered around Frenchman Bay, particularly on Mount Desert Island and Schoodic Peninsula. On the peninsula, huge fractures have occurred in the granite along the shoreline, creating gigantic slabs and blocks which are mainly visible at Raven's Nest and Schoodic Point.² Within some of these fractures are black basalt dikes, the product of intrusive, solidified magma. These dikes measure up to twenty-five feet thick, and are very prominent at Schoodic Point. Wave action has eroded the softer basalt material in many spots, resulting in deep narrow chasms.³ In contrast to these large geological formations, numerous cobble beaches fringe the eastern shoreline.

Schoodic Head, at 440 feet above sea level, is the highest point on the peninsula. Another geological promontory known as The Anvil lies to the southeast near Blueberry Hill. There are several small creeks that flow west from the peninsula's interior to feed the numerous wetlands and ponds. The largest of these is Frazer Creek, which drains to

¹ Historic contexts for Native American and other early settlements at Acadia National Park were among those outlined in Stephen J. Hornsby et al, "Cultural Land Use Survey of Acadia National Park." (Prepared by the University of Maine, Orono for Acadia National Park, 1999). These historic contexts and their associated cultural resources will be addressed in subsequent additions to the multiple property listing. See the following for a listing of historic contexts identified for resources at Acadia National Park: Lauren Meier and Lee Terzis, "Historic Resources of Acadia National Park Multiple Property Listing [Draft]." (Prepared by the Olmsted Center for Landscape Preservation for Acadia National Park, June, 2001).

² Officially, the name "Schoodic Point" refers to the southern tip of Little Moose Island located a half mile to the east, and is depicted as such on most maps. However, this name is commonly used by local residents and the NPS to refer to the southernmost tip of Big Moose Island, and that usage will be followed here.

³ Richard A. Gilman et al., *The Geology of Mount Desert Island* (Augusta: Maine Geological Survey, 1988), 19.

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the northwest into Mosquito Harbor at Frazer Point. There are at least two springs on the peninsula, one in the vicinity of Schoodic Head and another on Big Moose Island. Big Moose, the largest of the islands surrounding the peninsula, is located on the southern tip, separated from the mainland by a small brackish marsh at West Pond Cove. Among the numerous smaller islands, two of them, Pond and Little Moose, can be reached from the mainland at low tide.

Vegetation and Wildlife

Until recently, the Schoodic Peninsula region remained relatively undeveloped due to a number of factors including isolation, lack of good topsoil, and distance from any navigable river. Although the landscape bears traces of past activities such as logging, farming, lobstering, and shellfish gathering, overall it retains a wild, rugged quality. The peninsula's cool, moist maritime climate mimics conditions of a more northern region, and provides an environment suitable for sub-arctic plants.⁴ Forest communities include maritime spruce and fir, common along the coast, as well as jack pine woodland and northern white cedar seepage, the latter two being relatively rare in Maine. Mosses, liverwort and sphagnum are the common ground covers. Also prevalent are numerous species of blueberry and cranberry shrubs, grasses, ferns, and wildflowers.

The forests provide food and protection for many species of wildlife, including moose, bobcat, deer, fox, coyote, fisher, bat, beaver, weasel, vole, shrew, squirrel, and hare. Ninety-six species of migrating and breeding birds were counted in studies conducted on Schoodic Peninsula between 1995 and 1996, including cormorant, osprey, eider, heron, gull, and many small woodland birds. Ponds and wetlands are abundant, providing habitats for amphibians and reptiles such as salamanders, frogs, peepers, and snakes.⁵

Spatial Organization

The Schoodic Peninsula contains four sites within park boundaries: Frazer Point, Schoodic Head, Schoodic Point, and Blueberry Hill. All are linked by a u-shaped road

⁴ Glen Mittelhauser et al., "Biological Inventory of Acadia National Park and U.S. Navy Lands on the Schoodic Peninsula, Maine." (Acadia National Park, 1995), 8, citing A.F. Hill, "The Vascular Flora of the Eastern Penobscot Bay Region, Maine." (Proceedings of the Portland Society of Natural History, 1919) 3:199-304.

⁵ See the following for recent biological inventories of Schoodic: Mittelhauser et al., 1995; Hawley and DeHayes, 1993; Glanz and Connery, 1999. For complete descriptions of natural communities see Maine Natural Heritage Program, 1991.

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that hugs the rugged shoreline of the peninsula. Although these areas provide varying types of visitor amenities, they are all situated to take advantage of the dramatic ocean views. As noted in the following text, these vistas are considered character-defining features of the loop road and the developed areas. With the exception of Frazer Point, all have remained largely unaltered since their initial construction. Schoodic Head is located at the heart of the peninsula, and is comprised of a summit loop, trailheads, and ranger station facilities. Schoodic Point, a scenic parking area with restroom facilities at the southern tip of Big Moose Island, provides both dramatic ocean vistas and access to the glacially carved shoreline. Blueberry Hill is a small parking loop situated at the southeastern edge of the peninsula on a small cove. It offers more intimate views of nearby islands. The fourth, Frazer Point, is a scenic picnic area. It is located near the park entrance on the western edge of the peninsula overlooking Frazer Creek and Lower Harbor.

Circulation

Access to park lands on Schoodic Peninsula is limited to a paved road that begins on the north side of Frazer Creek, becomes one way after Frazer Point Picnic Area, and continues south to Big Moose Island. From the island, it heads north along the eastern shoreline to the town of Gouldsboro at Wonsqueak Harbor. Due to the large amount of undulating terrain and exposed bedrock, the road is cut through granite and basalt outcroppings in some places, while in others it is banked with fill or bridged to accommodate ponds and wetlands.

With the exception of Schoodic Head, all of the developed areas are served by short, paved entrance roads. Schoodic Head is reached by a gravel-topped graded road that extends east off the park loop road into the interior. There are also three short service roads located at the northeast edge of the park at Wonsqueak Harbor. A Civilian Conservation Corps (CCC) road partially follows a powerline corridor through the interior of the peninsula.

The peninsula has four hiking trails, all with trailheads on Schoodic Head. Three of these trails extend east and down slope, terminating at the park loop road on the eastern side of the peninsula. The fourth connects the scenic overlook at the summit of Schoodic Head with the entrance road to the ranger station complex.

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Description of Resources

The Schoodic Peninsula Historic District has remained essentially unchanged since the early 1940s. Contributing resources consist of the Schoodic loop roadway system, Schoodic Head roadway, CCC truck trail, hiking trails, three buildings, a commemorative plaque, and sites developed for visitors and park staff. The three developed areas include Schoodic Head, Schoodic Point, and Blueberry Hill. The principal circulation systems, which consist of the roads and hiking trails, have been subject to little or no rerouting or excessive widening. Each contributing resource in this group has retained its historic alignment and relationship to the natural topography.

Circulation Systems

Roadways Systems and Roads

Contributing resources consist of the **Schoodic loop roadway system, Schoodic Head roadway, and CCC truck trail (#5K)**. Features associated with the Schoodic loop roadway system are the **loop road (#5A), pullouts (#5B-G), and three service roads (#5L-N)**. The system also includes the **Schoodic Point entrance road (#3A), and parking area (#3B) and service road (#3E), and the Blueberry Hill entrance road and parking area**. The features associated with the Schoodic Head roadway are the **entrance road (#2A), summit loop (#2B), and retaining wall (#2E)**. The only non-contributing resource is the Frazer Creek Bridge (#5O).

The largest historic circulation system is the **Schoodic loop roadway system**. At its heart is a 5.8-mile **loop road (#5A)**, built as a collaborative effort by the National Park Service (NPS) and the Bureau of Public Roads (BPR). The loop road begins at the northwestern boundary of the park at Frazer Creek and ends at Wonsqueak Harbor. The road has changed little since its initial construction between 1933 and 1935. Now a one-way route, it was initially constructed as a two-way road. It was built in two segments along the western and eastern shorelines of the peninsula. These are also known respectively as Moore Road or the Winter Road, and Wonsqueak Road or the Summer Road. The alignment from the Frazer Creek bridge south to Big Moose Island likely

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follows in part its predecessor—a road built by summer resident John G. Moore in 1897.⁶ After crossing Frazer Creek it extends south, crosses a salt marsh to Big Moose Island. At a small triangle intersection, a spur off the park road extends further south where it becomes a two-way road. This spur serves as the access road to both the Naval Security Group Activity (NSGA) Winter Harbor facility and the Schoodic Point parking area. The one-way park loop road continues from the intersection north across a small cove along the eastern shoreline of the peninsula. Based on historic maps, it is possible that the Wonsqueak segment also incorporated parts of an earlier roadbed, although to what extent is not currently known.

A harmonious mix of local materials, engineering and subtlety, the road was designed primarily to take advantage of the dramatic ocean views. Vista clearing was an important element in the construction process. The design specifications included the use of spiral transition curves, consistent maximum seven percent grade, and a narrow eighteen or twenty foot roadway with a bituminous asphalt surface.⁷ The roadbed has had few subsequent alterations and resurfacing episodes, perhaps due to a relatively low volume of visitors. There are regulatory (traffic) and NPS signs, although the age of the NPS signage is unknown. Some resurfacing episodes have occurred on the park loop road, but these have not compromised its rustic feeling. With the exception of the Frazer Creek Bridge, associated structures and objects have not been altered.

Taken in its entirety, the road is a series of gentle, curvilinear segments that follow the natural contours of the land. Curbing is virtually absent. The subtlety of the design is exceptionally well executed in areas where the road passes through bedrock or at the edge of a cobble beach or granite shoreline. In some instances, particularly on the Wonsqueak side, the route passes between rocky ledge and shoreline, separated from these features by only a small shoulder or swale. Road shoulders and ditches are typically left in their natural, vegetated state. Historically, the bituminous road surface was uniformly pink; the color of the locally quarried granite used in the aggregate (gravel) mix. The road surface was treated more recently with a similar process but using a modern, fine-grained

⁶ The precise alignment of the original Moore Road is still unknown, although most maps place it along the coastline in close proximity to the alignment of the current park road.

⁷ See H. Eliot Foulds, *Historic Motor Road System, Acadia National Park*. Compliance Documentation and Rehabilitation Guidelines for FHWA Project #PRA-ACAD-4A10., ed. Lauren G. Meier. Cultural Landscape Publication No. 9. (Boston, MA: National Park Service, Olmsted Center for Landscape Preservation, 1993, Reprinted in 1996 with epilogue), for a description of the engineering specifications of Acadia's park roads.

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“hot-mix” of aggregate. The resulting smoother surface has a less rustic appearance, and bears no evidence of the pink granite.

There are some smaller elements that, taken together, are important character-defining features of the loop roadway system. Among these are the boulder guardrails locally known as “Rockefeller’s teeth.” These are patterned after John D. Rockefeller, Jr.’s use of coping stones in the design and construction of Mount Desert Island’s carriage roads.⁸ However, on the peninsula, angular stones appear more frequently, as opposed to the rectilinear stones prevalent on Mount Desert Island. Ranging in size from one to four feet in diameter, these roughly cut stones are strategically placed to frame the ocean vistas, in addition to serving as guardrails. Another character-defining roadside element is the stone armor on the embankments. In some places along the park road these road bank revetments flank a sequence of angular roadside coping stones. Typically, these embankments are composed of a high quality material such as granite, and the stones are arranged with care. The result is a seamless blend of the road’s constructed features with the giant slabs and cobble beaches that are characteristic of the shoreline. The drainage elements on the loop road are typically culverts made of concrete or metal pipe, or in some cases, of stone. Some of the inlets and outlets have stone headwalls, generally constructed of granite or other locally available stone. Although mortar is used in some instances, the majority of the walls are dry-laid. Rustic stone slab steps are also used effectively as a subtle transition from pavement to the natural attractions in proximity to the loop road, such as the cobble beaches.

Other character-defining features of the loop roadway system including small paved and gravel pullouts, retaining walls and drainage elements.⁹ These features are relatively subtle and unobtrusive, thus adding to the rustic character of the system. The pullouts are situated to provide a vantage point for scenic views or vistas along the shoreline or wooded areas, and as such serve as small scenic overlooks. These features are not highly contrived, but instead are subtly executed so as not to detract from either the viewshed or the rustic feeling of the road. A typical pullout overlook consists of a semicircular paved or gravel area, sometimes separated from the roadbed by a grassy median, with coping stones of varying size placed around the perimeter.

⁸ See William D. Rieley and Roxanne S. Brouse, “Historic Resource Study for the Carriage Road System Acadia National Park Mount Desert Island, Maine.” (Charlottesville, Va.: Prepared by Rieley and Associates for National Park Service, North Atlantic Regional Office, Boston, May 1989).

⁹ Foulds, *Historic Motor Road System*, 74-86.

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Visitors who travel to Schoodic Peninsula are treated to many classic Maine coast vistas, which are considered character-defining features of the loop road and its associated pullout. These vistas are to the south and west along Moore Road, and east and north along the Wonsqueak segment. Looking west from Moore Road, the visitor sees several islands (Norris, Ned and Turtle) and the Mark Island lighthouse. Mount Desert Island is visible in the distance across Frenchman Bay. The approach to Big Moose Island provides views of the island, a salt marsh and a tidal estuary. On the Wonsqueak section, visitors view nearby islands (Schoodic, Little Moose, Rolling) to the east and north, and numerous cobble beaches on the shoreline.

The three largest pullouts (**#5B-D**) are actually small road segments along the western section of the loop road. They typically extend from the road to the edge of the shoreline and back, although some are lengthy and meander through wooded areas. Most of these are probably vestiges of the old Moore road, but they now function as informal scenic overlooks or picnic spots.

The loop roadway system also includes associated contributing features that are part of the developed areas. The **Schoodic Point entrance road (#3A)** is a two-way road, but otherwise, is consistent in design with the loop road. It contains many of the same rustic elements such as coping stones and culverts. The road skirts the eastern edge of the former naval installation, hugging the shoreline of Big Moose Island and passing by large basalt and granite outcroppings. The **parking area (#3B)** is situated on a slight downslope from north to south. Constructed in about 1934, it was executed to take advantage of the dramatic vistas and at the same time, remain relatively unobtrusive when viewed from the shoreline. This feature consists of two parking tiers contained within a loop. A grade change reinforced by retaining walls separates the tiers from each other. These walls consist of groupings of large, angular granite boulders placed informally together. The retaining walls are character-defining features of the parking area, and serve as a prelude to the granite shoreline for approaching pedestrians. The grade separation and boulders also help to camouflage the parking area when viewed from the shoreline. Among the boulders, there are two sets of rustic granite steps that allow pedestrian access to and from each parking tier. There are two smaller sets of steps leading visitors from the edge of the parking loop to the granite shoreline. The two parking tiers are contained by curbing, and there are coping stones placed at the edge of the pavement. The overall effect is both elegant and subtle. However, in some places, subsequent resurfacing episodes have somewhat altered the original relationship between the pavement and curbing by diminishing the curb reveal. Drainage elements in the

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parking areas consist primarily of pre-cast concrete drop inlets with iron grates. The restroom is accessed by a short **service road (#3E)**. It is a graded gravel-topped road typical of roads constructed in the CCC era.

At Blueberry Hill associated features consist of a paved **entrance road (#4A)** and small **parking area (#4B)**. The parking area is a simple paved loop around a grassy area, bordered by coping stones on the east side. Rock outcroppings and low-growing shrubs border the western edge of the parking area. The informal footpaths created by visitors that radiate from the parking area are non-contributing resources.

Three **service roads (#5L-N)** were constructed in the 1930s by the NPS under various work relief programs of the New Deal, including the Civilian Works Authority (CWA) and the Civilian Conservation Corps (CCC). The service roads are located at the northeastern boundary of the park. Park correspondence refers to two service roads constructed to allow access to non-park holdings in the interior of the peninsula, although it is unclear to which roads it refers. Two have the original 1930s pink granite surface, a defining characteristic of Acadia's roads. One (**#5L**) is a banked and elevated roadbed that extends south from the northern park boundary. The pink granite surface material on this road is intact; it is an important resource to preserve from encroaching vegetation and repaving. The second service road (**#5M**) is located off the park loop road south of Wonsqueak. Designed as a semicircle, it loops inland before reconnecting to the park road. Although the surface of the road has eroded in places, the original pink granite is still visible. There is also an old stone wall of uncertain age in the immediate vicinity. A third service road (**#5N**) also near Wonsqueak, is a typical gravel-topped road which extends due west from the park loop road along the park's northern boundary line. Begun in 1934, this road was apparently finished in 1937.¹⁰

The only non-contributing structure associated with the loop roadway system is the Frazer Creek Bridge. Although compatible in design with the road, it was constructed in the 1950s by the NPS and BPR and has subsequently undergone at least two episodes of extensive repair and/or alteration in the 1970s and 1990s. It is a steel-reinforced concrete single-span structure faced with stone.

¹⁰ Civilian Conservation Corps (CCC) records for Schoodic indicate that in 1934, Civilian Works Authority (CWA) crews began construction of at least one road along the northern park boundary that was completed in 1937 by the CCC. National Archives and Records Administration - Waltham, MA, Record Group 79, Box 16, Plans and Designs.

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The **Schoodic Head roadway** is the second circulation system that is a contributing resource. **The entrance road (#2A)** extends east from the park loop road on the western shore of the peninsula. The entrance is generally closed to visitors off-season using a modern brown-painted steel pipe gate, typical of those used elsewhere in the park. The road splits at a "Y" intersection, one spur extending north to the summit and the remaining spur continuing east to the Schoodic ranger station complex. The spur leading to the summit contains steep pitches and sharp curves to accommodate the undulating terrain. Exposed lichen-covered outcroppings surrounded by dense thickets of spruce and fir dominate the landscape. This NPS summit road appears to follow the same alignment as an earlier road, probably the one constructed by Moore in the late 1890s. An extension of this roadbed continues east to the loop road and is now marked and maintained by the NPS as the Alder Trail.

Although the Schoodic Head road is not as highly crafted as the peninsula loop road, it does share a number of the same character-defining features. These include rustic drainage elements, headwalls, and coping stones. The drainage features are also similar to those used on the loop road, and typically consist of metal pipe culverts, some with headwalls at inlets or outlets. These headwalls are of two types, one slightly more formal in design. This version consists of mortared or dry-laid cut granite blocks set closely together in a regular pattern. The more rustic type of headwall is simply a stack of cobbles or boulders placed over the pipe at the inlet or outlet. Coping stones at Schoodic Head, as elsewhere, are generally small irregular boulders rather than formal cut stone. Rustic timber guardrails, another character-defining feature of the road, are placed where the shoulder of the road drops off steeply into a culvert or ditch. Typically, these wooden rails are approximately three and a half feet in height and consist of two horizontal cedar timbers supported by cedar uprights. The timber used to construct these rustic guardrails consists of weathered, peeled logs now approximately three to six inches in diameter. The overall effect is subtle and graceful. The largest of these guardrails extends the entire length of the retaining wall near the summit, and measures approximately sixty-five feet long. Iron loops anchored to granite blocks support the rail segments at each end. The longer guardrails create a bridge-like effect, particularly when flanked by steep roadside ditches or culverts.

The **Schoodic Head retaining wall (#2E)** is located on the Schoodic entrance road near the summit. The wall lines the downslope side of a steep switchback on the road. It is approximately sixty feet long and ten feet high and consists of dry-laid granite blocks. Although deteriorated in places, the wall is well constructed and essentially intact. It was

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probably completed in the early-to-mid 1930s in conjunction with CCC and CWA projects at Schoodic Head, although a precise date is currently unknown. However, the quality and manner of construction are indicative of CCC-era work.

Schoodic Head summit loop (#2B) consists of a simple gravel loop measuring approximately sixty feet in diameter surrounded by spruce and pine. Visitors wishing to stop may pull their vehicles off slightly on the edge of the gravel, as there is no formal parking area. From a large granite ledge on the north side, there are westerly views of Cadillac Mountain, the tallest peak on Mount Desert Island, and other smaller islands on Frenchman Bay. These vistas are character-defining features of the summit. Gnarled conifers inhabit the ledge, adding to the feeling of windswept isolation. On the north side of the loop is a rustic cedar sign pointing to the trails. This short connector trail ascends an exposed ledge to trailheads for the Schoodic Head, Anvil, and East trails.

The third contributing circulation structure is the **CCC road (#5K)**. It is one of the roads constructed under work relief programs of the New Deal, including the Civilian Works Authority (CWA) and the Civilian Conservation Corps (CCC). The CCC road was built around 1937 as a fire trail to provide access to the interior of the peninsula. The graded roadbed is approximately fifteen feet wide and extends east from the park loop road along the bank of Frazer Creek. Another short segment continues further east along the southern bank of Frazer Creek, but this road may pre-date the park. The CCC road veers south and follows the same alignment as a powerline, extending approximately 1.8 miles. Unlike the powerline corridor, it terminates before reaching the entrance road to Schoodic Head.

Hiking Trails

Hiking trails are another important circulation system on Schoodic Peninsula. These include the **Anvil Trail (#6A)**, **Alder Trail (#6B)**, **East Trail (#6C)**, **Schoodic Head Trail (#6D)**, and **Schoodic Point Trail (#3G)**. All of these trails illustrate their historic objective—to provide access to scenic vistas on the island. Each has maintained its historic alignment, including the trailhead location and destination. The Alder trail is an old roadbed that predates the park. The three CCC trails—Anvil, East and Schoodic Head—were built in the 1930s to NPS specifications and exhibit a high quality of workmanship, particularly in the stone work. Drainage and erosion control were accomplished using features such as switchbacks and rock drains. Scenic vistas and associated natural features are all principally intact. Despite some erosion, manifested

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primarily as exposed tree roots on steep slopes, many of the engineering features are still visible. Some of the small drainage features on the hiking trails show minor degradation. However, most of these features are intact, and the basic rustic character of the trails has not been compromised. Minor changes were made by the NPS in a few places, for example, the addition of "bogwalks" or walkways to traverse wet areas.¹¹ Character-defining features of the system include the spectacular scenic ocean vistas mainly to the east (with the exception of the Schoodic Head Trail, which has views to the west), often glimpsed through a spruce-fir canopy. Intrusive visual elements such as roads and buildings are virtually absent. Small-scale engineering elements are also character-defining features and include drainage features, stone steps, riprap and retaining walls.

Of the three CCC-era trails on the peninsula, the half-mile-long **Schoodic Head Trail (#6D)** has the fewest constructed features. Built in approximately 1937, it is initially a ledge hike offering panoramic views of Frenchman Bay and Mount Desert Island to the west. As the trail descends, it becomes a woodland hike on pine tread through a glacially carved ravine of spruce and fir, passing by moss-covered granite and thick stands of fern. It terminates at the entrance road to the ranger station.

The **Anvil Trail (#6A)** was built by CCC crews in about 1937 and exhibits a high quality of workmanship. It is one mile in length and begins as a ledge hike at the summit and descends quickly, offering spectacular views east and south to nearby islands. The steep descent has required the use of switchbacks along the route, some of which contain slab steps and retaining walls. In some places, steps were cut through the bedrock. This trail also has numerous drainage features such as log water bars and stone culverts, although the water bars appear to be modern. It skirts along the southern edge of The Anvil before terminating at the park loop road north of the Blueberry Hill parking area.

The **East Trail (#6C)** extends northeast from Schoodic Head, descending steeply for approximately one half mile before terminating at the park loop road west of Rolling Island. This trail, although probably built before 1941 under one of the New Deal programs, was completed sometime later than the others.¹² It contains numerous

¹¹ For a glossary of trail terminology see Margie Coffin, "Historic Hiking Trail System of Mount Desert Island [Draft], Volume I: History, Existing Conditions and Preliminary Analysis." Draft Report. National Park Service, Olmsted Center for Landscape Preservation, Brookline, MA, Feb., 1999, Appendix B.

¹² Benjamin Breeze's 1941 master plan for Schoodic Peninsula, which was actually drafted sometime in the mid-1930s, depicts all trails except the East trail.

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switchbacks with steps and offers panoramic ocean views east to Rolling Island and north to Wonsqueak harbor.

The **Alder Trail (#6B)** is the only route that clearly pre-dates the CCC era, and is an old roadbed now maintained by the NPS that extends east from the entrance road to the ranger station at Schoodic Head. From the trailhead the route goes into a gradual descent for slightly more than one-half mile and terminates at the park loop road across from the Blueberry Hill parking area. The trail tread now consists primarily of mowed grass. It offers ocean and island views to the east and south.

The **Schoodic Point Trail (#3G)** provides access to the restroom. It has a gravel tread edged with coping stones, and offers views of the ocean and rocky shoreline.

Developed Areas, including Buildings

Four sites were designed and developed by the NPS for use by visitors and park staff. Three of them—**Schoodic Head**, **Schoodic Point**, and **Blueberry Hill**—are contributing resources and have remained remarkably unchanged since their completion in the 1930s and 1940s, and were constructed with labor or funding from the New Deal programs. Each retains sufficient integrity of location, setting, and design to convey its historic use, including the principal circulation system and site organization. Most of the historic buildings are in their original locations, and maintain their historic relationships with associated structures and objects. Generally speaking, buildings and structures exhibit integrity of materials and workmanship. Associated landscape features and principal vistas are also intact. Character-defining features include the scenic views of Schoodic Peninsula, out to the water, and to nearby islands; boulder outcroppings; forest cover; and other natural features in proximity to these sites. The fourth site, Frazer Point picnic area, was constructed by the NPS in the mid-1960s and is a non-contributing resource.

Schoodic Head

The **Schoodic Head site (#2)** has two clusters of constructed features consisting of a ranger station complex and a summit loop/overlook with trailheads. The summit area retains a wild, remote quality due to the small number of visitors and relatively few constructed features. The ranger station complex, located to the southeast, has a more utilitarian feel and consists of a small cluster of buildings and structures situated at the

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edge of a cleared, level area.¹³ At the Schoodic Head site, the **garage (#2D)** is a contributing building. Non-contributing resources consist of the ranger station (#2C), a weather station (#2F), radio tower (#2G), and two pumphouses (#2HI). The weather station, radio tower and pumphouses were all constructed recently.

The **Schoodic Head garage (#2D)** was constructed in 1934 in the NPS rustic design style. It is a rectangular wood-framed building on a granite foundation. It is largely intact and retains its original board and batten exterior.

The Schoodic Head ranger station (#2C) was constructed in 1931, also in the NPS rustic design style. However, the building was altered sometime after 1984, when the original board and batten siding was removed and replaced with gray-stained plywood. The ranger station is a non-contributing resource because it has lost integrity of design, feeling and workmanship, evident in the historic exterior material.

Schoodic Point

Schoodic Point (#3), a parking area and scenic overlook, is the main destination for most park visitors traveling to the peninsula. Contributing buildings associated with the site consist of a **restroom (#3C)** and **pumphouse (#3D)**. The NPS completed the entrance road and parking area in 1935, in concert with the nearby naval installation. The restroom and pumphouse, constructed five years later, are unobtrusively nestled in woodland settings north and east of the parking loop. The vistas considered character-defining are to the west to Mount Desert Island, and south to the granite shoreline and open sea. The placement of the parking area allows visitors unobstructed views of the pounding surf without visual distraction. Lacking the protection of barrier islands, the exposed headland receives the full force of wave action on its shore, a vista that is particularly dramatic in the aftermath of a storm. At the shoreline, giant granite slabs with black basalt dikes are accessible to pedestrians, but a walk out on the rocks can be treacherous for the unwary. Non-contributing resources include wayside signage and remnants of an

¹³ Surrounding these NPS buildings and structures are scattered remnants of fields and foundations associated with at least one historic farm site. Local histories and 19th century maps indicate the Arey and Pendleton families resided at Schoodic Head. For a good summary of historic maps for Acadia, see Nancy A. Kandoian, "Supreme and Distinctive" on the East Coast: The Mapping of Acadia National Park in *Exploration and Mapping of the National Parks*, J. M. Johnson, ed. Occasional Paper no. 4, Map and Geography Round Table of the American Library Association (Winnetka, Ill: Speculum Orbis Press, 1994). Also see Nathalie White Hahn, *A History of Winter Harbor, Maine*, (Winter Harbor: privately printed, 1974), (Reprint, Winter Harbor Historical Society, 1995), 22-24.

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old chain link boundary fence erected by the Navy, and a number of informal footpaths worn by curious visitors east and north of the parking area.

The **Schoodic Point restroom (#3C)** was constructed in about 1940, and is one of the few surviving Works Projects Administration (WPA) buildings at the park. The restroom lies east of the parking loop in a small clearing surrounded by evergreens. It has the rustic board and batten siding and a granite ashlar foundation. An asphalt bellcast hip roof with louvered shed dormers tops the building. This type of hip roof is a signature of the NPS rustic style of Acadia.¹⁴

The **pumphouse (#3D)**, a WPA building constructed in 1940 along with the restroom, is also a rustic board and batten structure with an asphalt bellcast hip roof. Unlike the restroom, it has a concrete foundation. The pumphouse is situated on a rocky ledge north of the parking loop.

Blueberry Hill

Blueberry Hill is situated at the northern edge of East Pond Cove. There are no contributing buildings at this site: contributing resources consist of a paved **entrance road (#4A)** and small **parking area (#4B)** previously noted as part of the loop roadway system. This developed area was constructed sometime between 1935 and 1940, although the precise date is unknown. The site was a destination for picnicking and berry picking for years prior to its current function, although Blueberry Hill as a place name does not appear to pre-date the park.¹⁵ However, a 1930 road plan shows an existing road (now the Alder Trail) descending from Schoodic Head east to the Blueberry Hill area. Character-defining features include close-up views of Schoodic and Little Moose islands to the south and east, and a glimpse through an evergreen canopy of the former naval installation with its distinctive French Norman revival building to the west.

Frazer Point

Frazer Point picnic area (#1), a non-contributing site, was constructed in about 1964. This developed area was completed under the Mission 66 program, a plan initiated by the

¹⁴ See the Historic Resources of Acadia multiple property listing for a discussion of the evolution of the Acadia rustic design style.

¹⁵ A photograph taken in 1916 shows local residents gathered in the vicinity, as noted by the caption, to pick cranberries or "bog berries." Connee Jellison, *Hancock County, A Rock-bound Paradise*, (Norfolk, VA: The Donning Co., 1990), 207.

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NPS in the 1950s to upgrade park facilities. The picnic area is situated on an open, grassy point of land on the western shore of the peninsula. Frazer Creek borders it to the north, and an inlet from Mosquito Harbor lies to the south and west. There are views across Mosquito Harbor (also known as Lower Harbor) to the village of Winter Harbor, and west across the bay to Grindstone Neck and Mount Desert Island. A thicket of trees flanks a marshy area along the southern banks of Frazer Creek at the edge of the picnic area. Looking northeastward, a small spit of land extending from the park loop road into the creek is visible, as is nearby Norris Island. In addition to archeological remains, remnant historic landscape features in the picnic area pre-dating the period of significance, which begins in 1897, include an old roadbed, apple trees and lilac bushes.¹⁶

The paved entrance road provides access to a small cluster of visitor facilities that surround a parking loop. Visitor amenities at Frazer Point also include numerous fire pits and picnic tables scattered along the shoreline and around the perimeter of the grassy area, many connected by informal footpaths with a tread of mowed grass. All of the resources at the site are non-contributing, including the entrance road (#1A), parking area (#1B), restroom (#1C), pumphouse (#1E), and pier (#1F). The entrance road and parking area were constructed between 1963 and 1964. Both the pumphouse and restroom were constructed within the past few years. The date of construction of the pier is unknown, although the stone footings probably date to the 1930s. However, due to its exposed location, the wooden pier is subject to storm damage, and has undergone at least one episode of extensive repair or alteration within the past twenty years.

¹⁶ Approximately fifty people settled in the vicinity of Frazer Point beginning about 1790. The site also contains remnants of earlier Native American occupation. On Frazer Creek, a lobster pound operated during the 1930s and 1940s. The concession was originally operated by W. Sargent, followed by J. Harmon in 1938. The facilities were managed by George Delaney and his family until the mid-1940s (Harland Delaney, personal communication, May, 2000). In 1947, the pound was leased to the State of Maine's Department of Sea and Shore Fisheries for lobster planting experiments. The pound facilities were demolished sometime in the 1950s.

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Commemorative Plaque

There is one contributing object located at Schoodic Point. The **John Godfrey Moore memorial plaque (#3F)**, although probably cast earlier, was erected in late 1936 or early 1937. Paid for by the Hancock Trustees, the granite boulder-embedded bronze marker is dedicated to John Godfrey Moore, who purchased much of the peninsula and built a road in 1897.

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STATEMENT OF SIGNIFICANCE

Summary

The Schoodic Peninsula Historic District was conceived and designed as a park and recreation area beginning in the late nineteenth century. John G. Moore, a Maine native and Wall Street financier, purchased much of Schoodic Peninsula beginning in the 1880s with the intent to construct a hotel with the grounds for guests and for the summer colony at Grindstone Neck. He constructed the first scenic road on the peninsula, but died before he realized his plans to construct the hotel. Later conservation efforts by local citizens and the Hancock County Trustees of Public Reservations resulted in the addition of Schoodic Peninsula to Acadia National Park in 1929. Largely due to efforts by John D. Rockefeller, Jr., the National Park Service (NPS) initiated a rush of major construction in the 1930s to accommodate the relocation of a naval installation from Bar Harbor to the peninsula. The park resources on Schoodic were built in collaboration with the U.S. Department of Agriculture Bureau of Public Roads using the signature NPS rustic style, and are representative of the design standards developed by the NPS during this period. These plans were implemented primarily using labor and funding from the New Deal programs. The developed areas on Schoodic Peninsula illustrate the major contribution made by these programs, particularly the Civilian Conservation Corps, in the shaping of the park landscape. The roads and hiking trails are excellent examples of the NPS mission to provide public access while seeking to conserve the natural beauty of the parks. These resources exhibit a careful selection and placement of routes to provide dramatic vistas with minimal impact on the landscape. Related structures and engineering features were constructed of local or natural materials to enhance the overall harmonious effect. The park road is also significant as an example of the design elements used on the carriage roads on Mount Desert Island. These elements include use of vistas, gentle grade and curve alignments, and coping stones.

The site's significance is based on two of the three contexts outlined in the Historic Resources of Acadia National Park Multiple Property Listing. They are: John D. Rockefeller, Jr. and the Development of the National Park System (1913-1958), and Rustic Design (1890-1958). The latter includes a sub-theme Rustic Design in the National Park Service, which is applicable to the resources evaluated in this nomination. Some of the eligible properties are associated with more than one historic context. The period of significance in the Multiple Property document is 1890-1958. Therefore the period of significance for Schoodic Peninsula is 1930-1941, the period of

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construction. Properties associated with John D. Rockefeller, Jr. and the Development of the National Park System are locally significant according to Criterion B for the period 1930 to 1935.

The period begins with Rockefeller's lobbying efforts to relocate the Otter Cliffs radio station from Mount Desert Island to Schoodic Peninsula, and ends with the completion of the park road and the new naval base on Big Moose Island. The areas of significance include conservation, recreation and other (philanthropy). The loop roadway system is the eligible resource associated with this context.

Properties eligible under the Rustic Design context are locally significant as representative of the NPS rustic design style, under Criteria A and C. The period of significance for the NPS rustic design sub-theme include projects completed on the peninsula between 1930-1941, according to the design standards developed by NPS landscape architects and implemented by the New Deal Programs. The areas of significance include architecture, conservation, engineering, landscape architecture, recreation, and transportation. The majority of the resources in the district are associated with this context, including three developed areas, hiking trails, a commemorative plaque, and most of the other roads. The roads include the loop roadway system, Schoodic Head roadway, and the CCC truck trail. The eligible hiking trails are the Alder, Anvil, East, Schoodic Head, and Schoodic Point. Located at the developed areas—Schoodic Head, Schoodic Point, and Blueberry Hill—are three contributing buildings: Schoodic Head garage, and Schoodic Point restroom and pumphouse.

Historical Development of Schoodic Peninsula

Early Settlements

Humans have occupied Schoodic Peninsula for more than a thousand years, and the landscape bears traces of this past use.¹⁷ Archeological evidence reveals that Native Americans occupied the peninsula and other locales around Frenchman Bay at least seasonally to gather shellfish and other marine resources. A local history mentions that Wabanakis visited the peninsula for berry picking, clam digging, and gathering

¹⁷ As stated in Section 7, Schoodic Peninsula contains significant archeological resources and extant landscape features associated with earlier settlements, which predate the period significance of this nomination. However, these will be assessed within the framework of the appropriate historic contexts as they are developed.

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sweetgrass. It further suggests that the name Schoodic comes from a phrase that means "place of big fire," possibly accounting for fires that were set to enhance the growth of the berry bushes prevalent on the peninsula.¹⁸

By the mid-seventeenth century, French and English settlers also occupied the Frenchman Bay region. The region's residents—Wabanakis, Acadians and New Englanders—formed alliances and trade relationships that were periodically interrupted by sporadic fighting and warfare. However, with the signing of the Treaty of Paris in 1763 and English dominion over the region, many of the Native American and Acadian settlers were removed or dispersed. Some families in southern New England who were economically marginalized or seeking new opportunities migrated north to settle in Maine. The newest residents to the Schoodic region made a living through a combination of fishing, farming, lumbering, and shipbuilding.¹⁹

The first recorded settlement of what is now park land by non-Native Americans was in approximately 1790. A Gouldsboro census of that year lists Thomas Frazer, an African American, as living at Frazer Point. Frazer had a large family and ran a salt works on the creek until the early 1800s, when he disappeared from the records. By the mid-nineteenth century, approximately fifty people were living at Frazer Point. Schoodic Head, Schoodic Point, and the Wonsqueak Harbor areas were also inhabited historically, as were some of the nearby islands.²⁰

¹⁸ Fieldwork conducted in the 1970s and 1980s confirmed the existence of sites near Frazer Point, Pond Island, and Blueberry Hill. See Johnson and Sanger 1977; Sanger 1981. It is unclear which of the Native American groups living in the region occupied the lands now encompassed by Acadia National Park, although various sources have suggested Maliseet, Passamaquoddy, and Etchemin. See Eckstorm 1941; Speck 1940; Bourque 1989; Smallidge, 1994: 5 – 6. Pollen studies completed near Frazer Point indicate a fire episode occurred on Schoodic approximately 800 years ago, although it is unknown if it was intentionally set or occurred naturally. Molly Schaufer, "Paleoecology of Coastal and Interior *Picea* (Spruce) Stands in Maine." (Ph.D. dissertation, University of Maine, Orono, 1998), 77.

¹⁹ Stephen J. Hornsby et al., "Cultural Land Use Survey of Acadia National Park," (Prepared by University of Maine for Acadia National Park, 1999), 18-30.

²⁰ Frazer Point was initially cleared for timber or agricultural use around 1800, and early photographs and pictures of the area show a small settlement barren of trees. Other areas were likely cleared for similar usage. However, by the early 20th century, most of Schoodic Peninsula was covered by a canopy of spruce and pine, broken only sporadically by remnants of small hardscrabble farms and a few roads.

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**Community Development and the Addition of Schoodic Peninsula to Acadia
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By the end of the nineteenth century, the Frenchman Bay area had become a popular vacation destination for the middle and upper classes from Boston, New York, and Philadelphia. Winter Harbor, including most of Schoodic Peninsula, was incorporated as a separate town in 1895 to take advantage of the increased tax base brought about by an influx of summer residents. Among them was John Godfrey Moore, a Maine native and Wall Street financier. Moore became one of the principal investors of a summer colony in Winter Harbor at Grindstone Neck, a picturesque spit of land west of Schoodic Peninsula. Moore and his partners hoped that the newly platted resort would attract investors seeking a more tranquil experience than Bar Harbor, albeit with the same class of amenities. A prospectus for the project extolled the virtues of spending summers at Grindstone, with access to fishing, boating and sightseeing on Schoodic Peninsula.²¹

By the early 1890s, John Moore had purchased most of Schoodic Peninsula now within park boundaries. He constructed a scenic road on the peninsula that extended south from Frazer Creek to West Pond Cove and east to Schoodic Head. Moore died in 1899 shortly after its completion, but before realizing his dream of building a resort hotel on the summit. However, in succeeding years, Moore Road proved to be popular with both local residents and summer visitors, who traveled to the peninsula to picnic, pick berries, or simply to enjoy the scenery. In addition to the Schoodic Head summit, other favored destinations included West Pond Cove and Blueberry Hill. The Moore Road and the old roadbed now maintained as the Alder Trail provided access to these areas.²²

Meanwhile, events taking place across Frenchman Bay would have a profound effect on the future of Schoodic Peninsula. Increased pressure from development and logging on Mount Desert Island led to the formation of the Hancock County Trustees of Public Reservations in 1901. In addition to prominent Bostonians Charles Eliot and George Dorr, the original founders included other summer residents, as well as local merchants, professionals, and naturalists. In 1916, Dorr, Eliot and others successfully lobbied for the

²¹ *The Gouldsboro Land Improvement Co.*, prospectus for Grindstone Neck Colony, 1890. Document on file at the Maine Historical Society, Portland.

²² Nathalie White Hahn, *A History of Winter Harbor, Maine*, (Winter Harbor: privately printed, 1974). (Reprint, Winter Harbor Historical Society, 1995), 22-24; Allan Smallidge, *A Summering Place: Winter Harbor, Maine: The Early Years*. (Winter Harbor: privately printed, 1994), 199-120.; Connee Jellison, *Hancock County, A Rock-bound Paradise*, (Norfolk, VA: The Donning Co., 1990), 208.

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creation of a national monument in order to protect the lands held by the Trustees. Dorr served as its first superintendent while remaining active with the Trustees.²³

Although the group was initially established to preserve an extensive, well-crafted network of scenic paths on Mount Desert Island, properties on surrounding islands and headlands also became a concern. Schoodic Peninsula was the focus of conservation efforts from at least the early 1920s, mainly because it had become valued as a scenic retreat for local residents and visitors seeking respite from the crowds at Bar Harbor. The Trustees sought to preserve Moore's conception of the peninsula as a park and recreation area. They also wanted to preserve scenic viewsheds from Mount Desert Island and Grindstone Neck. In 1922, Louise Moore Leeds, John Moore's widow, expressed interest in donating her one-third interest in Schoodic Peninsula to the park. The following year, Charles Eliot wrote a letter to Dorr, urging him to add the scenic headland to the park. Eliot urged preserving the "geologic formation and forest decoration" on Schoodic Head, also noting the scenic vistas, which he believed to be the finest on the Atlantic coast.²⁴ However, Lafayette National Park, as it was then called, was not authorized to accept land donations outside of Mount Desert Island. Therefore, Dorr elected to pursue the matter on behalf of the Hancock Trustees.

To further complicate matters, Mrs. Leeds died suddenly before she was able to follow through with her intentions, and the land passed to her heirs. At the urging of Mrs. Frank Noyes, a Grindstone Neck resident, Dorr contacted Moore's daughters, who owned the remaining two-thirds interest in the peninsula. The sisters, Ruth Moore Lee and Faith Moore, agreed to donate their interest in Schoodic Peninsula, conditional upon the acquisition of the remaining third from Mrs. Leeds' estate. They stipulated that the land be used as a park or for other public purposes, in keeping with their father's vision of the peninsula as a recreation area. They also wanted a memorial to their father established.²⁵

²³ Charles Eliot was president of Harvard University, and George Dorr a Harvard graduate trained to practice law. Together, they were responsible for initiating most of the land acquisitions on behalf of the Trustees and the park. Sieur de Monts National Monument was created in 1916. In 1919, it became Lafayette National Park.

²⁴ Letter from Charles Eliot to George Dorr, dated September 14, 1923. Contained in the George Dorr papers, William Otis Sawtelle Collections and Research Center, Acadia National Park.

²⁵ Initially, the marker was intended to be placed somewhere in the vicinity of Frazer Creek. Noted landscape designer Beatrix Farrand drafted a plan for the memorial that met with the Moore sisters approval. However, after much discussion, the bronze marker was cast and the memorial was actually installed at Schoodic Point. Grindstone Neck residents wanted the point renamed for John Moore, but this idea was vetoed by Dorr. NARA – College Park, MD, Record Group 79, Entry 6, CCF 1933-39, Box 803, Acadia General 604, Folder 608, Memorials—see correspondence in the fall of 1936.

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Mrs. Leeds' second husband was reluctant to donate the property to the Trustees, but after some negotiation appeared willing to sell it.

Dorr received financial assistance from a number of socially prominent Grindstone Neck residents, including Frank Noyes and Samuel Henderson, which enabled the Trustees to acquire the Leeds property. Henderson controlled the Winter Harbor Improvement Company and Noyes was a major investor.²⁶ Both were also members of the Hancock County Trustees. Through their efforts, the deed of the parcel held by the three owners was transferred to the Trustees in 1927. The following year, Dorris convinced Congressman Cramton of Michigan to support a bill authorizing the acquisition of Schoodic by the park. Cramton was Chairman of the House Appropriations Committee on the Department of the Interior, and a supporter of the park. The 1929 legislation subsequently passed by Congress also changed the name of the park to Acadia. This gesture was made to appease Moore's daughters, who as Francophobes objected to the name Lafayette. However, so keen was Dorris to acquire the peninsula he offered to form a separate unit bearing the name of Schoodic National Monument.²⁷

John D. Rockefeller, Jr. Initiates Park Development

Two years after its acquisition by the NPS, development of Schoodic Peninsula began in earnest. The first priority was the building of a new park road to accommodate the impending relocation of a naval radio station from Bar Harbor to Big Moose Island. John D. Rockefeller, Jr. and his supporters were largely responsible for initiating the transfer of this installation, and the subsequent flurry of construction.

Rockefeller was a major supporter of conservation projects, donating over \$40 million for state and national parks. More than \$5 million went to Acadia.²⁸ It is likely that his

²⁶ From the late 19th century, a number of investors held lands in Winter Harbor through companies such as the Gouldsboro Land Improvement Company, the Winter Harbor Improvement Company, and the Young Orchard Company. Many of these lands were later sold or donated to the Hancock Trustees or Acadia. Noyes was also president of the Associated Press, and the owner of John G. Moore's summer retreat at Grindstone.

²⁷ George B. Dorris, *The Story of Acadia National Park*. 3rd ed. (Bar Harbor, Maine: Acadia Publishing Company, 1997), 104-109. Also see pages 53-59 of the George Dorris papers, William Otis Sawtelle Collections and Research Center, Acadia National Park. Ironically, Acadia is the historic name for North American lands claimed by France in the seventeenth century.

²⁸ In addition to Acadia, many parks in the national park system were beneficiaries of Rockefeller's largesse, including Mesa Verde, Yosemite, Yellowstone, Crater Lake, Great Smoky Mountains, Shenandoah, and Grand Teton. Barry Mackintosh, "Philanthropy and the National Parks," unpublished essay (Washington

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initial involvement with the park was due to his interest in building an extensive network of carriage roads on Mount Desert Island, which he began in 1913 after establishing a summer residence there. The intent of Rockefeller's carriage road system was to create a pathway on which users of the land could experience this extraordinary landscape and therefore feel restored by nature. The distinctive features of the system strongly influenced the architectural and landscape architectural character of Acadia, including Schoodic Peninsula.²⁹ In addition to the carriage roads, Rockefeller envisioned an integrated motor road system on Mount Desert Island that would wind through the park, allowing visitors to see its diverse scenery from their vehicles. He offered to contribute funding for the design and construction of a system.³⁰

The execution of the two park road projects---one on Mount Desert Island and the other on Schoodic Peninsula---shared a number of common elements. Both systems were constructed as a collaborative effort between the National Park Service and the Bureau of Public Roads. In both cases, Rockefeller played a key role in developing the conception and advocating for their completion. However, unlike the Mount Desert Island project, the project at Schoodic did not benefit from design input either directly from Rockefeller or through the work of the Olmsted firm. However, even without a hands-on approach by Rockefeller, the park road at Schoodic shares the same design characteristics as its counterpart on Mount Desert Island.

In the early 1930s, Rockefeller saw an obstacle to the implementation of his roads plan on Mount Desert Island—a small naval installation located in the path of a proposed section along the shore at Otter Cliffs in Bar Harbor. Established in 1917, the Otter Cliffs radio station was financed and built by Alessandro Fabbri, scion of a wealthy family and

D.C., National Park Service, History Division, July 1998), 1-2; Raymond B. Fosdick, *John D. Rockefeller, Jr. A Portrait*, (New York: Harper & Brothers, 1956), 307; Mary Shivers Culpin, "Multiple Property Listing: Historic Resources of Yellowstone National Park," (Washington, D.C.: National Park Service, March 1995), Section F, 16; Joseph W. Ernst, *Worthwhile Places: Correspondence of John D. Rockefeller, Jr., and Horace M. Albright*. (New York: Fordham University Press, 1991), 163.

²⁹ The Historic Resources of Acadia multiple property listing traces the design influences of Rockefeller's architects and designers, Olmsted and others on Acadia's roads and buildings. For information on the carriage roads, see Rieley and Brouse "Carriage Road System," and Ann Rockefeller Roberts, *Mr. Rockefeller's Roads: The Untold Story of Acadia's Carriage Roads and Their Creator*. (Camden, Maine: Down East Books, 1990).

³⁰ After engaging the Kidde Construction Company and several engineers, he approached the Olmsted firm for design expertise. Rockefeller's idea of separate circulation systems across the same terrain using different routes was patterned after Frederick Law Olmsted Sr.'s design at Central Park. Foulds, *Historic Motor Road System*, 10.

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an amateur radio operator filled with patriotic fervor. The new station quickly became the premier transatlantic receiving center for the Navy for the duration of WWI, earning Fabbri a commission as lieutenant and a Navy Cross. In 1919, the Navy acquired the station at Otter Cliffs, along with a remote transmitter at Seawall located a few miles to the southwest. In the 1920s, the station also provided radio direction-finder services and meteorological reports, in addition to receiving radio communications from Europe.³¹ By 1930, however, many of the station buildings had fallen into disrepair, and Rockefeller wanted the unsightly installation moved.

After two years of feasibility studies and negotiations, the Navy agreed to transfer the Otter Cliffs station to Big Moose Island on Schoodic Peninsula. One of the stipulations made by the Navy for the project was the construction of an adequate access road to Big Moose Island from Winter Harbor. Through personal expenditure and subscriptions from other summer residents, including Noyes and Henderson, Rockefeller acquired the necessary tracts of land along Frazer Creek to ensure the construction of a new access road to the naval base. This road would also function as the main park road. The parcels acquired by Rockefeller were later donated to Acadia, some by way of the Hancock County Trustees. Rockefeller also paid anonymously for a long distance signal reception study by two Harvard physics professors on the suitability of Schoodic Peninsula and several other sites. He also financed the cost of drilling several wells to ensure the availability of fresh water on Big Moose Island.

Rockefeller utilized the talents of some very capable individuals for his projects at Acadia, many of whom also represented his interests on Schoodic Peninsula. New York architect Grosvenor Atterbury and his partner John Thompkins designed two gatehouses to delineate the entrance into Rockefeller's carriage road system in 1932, a project which met with public acclaim. Consequently, the NPS commissioned Atterbury to design the new radio station facility on Schoodic Peninsula. Engineers Paul Simpson and Walters G. Hill supervised the construction of the park road on Mount Desert Island, and provided expertise on the construction of the Schoodic Peninsula loop road. They also kept Rockefeller apprised of all development activities related to the peninsula.³² Bar

³¹ Louis Berger & Associates, "Cultural Resources Survey Naval Security Group Activity Winter Harbor, Maine. Manuscript submitted September, 1999. (On file at Northern Division, Naval Facilities Engineering Command, Lester, PA, and NSGA Winter Harbor, ME), 15-16.

³² Young Paul Simpson assumed responsibility for the Acadia road project upon the death of his father, engineer Charles P. Simpson. Charles had worked closely with Rockefeller and other summer residents for many years. The Grindstone Neck colony in Winter Harbor was platted under his supervision by Nathan Barrett in the early 1890s.

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Harbor attorneys Albert Lynam and Serenus Rodick quietly represented Rockefeller's legal and real estate interests. Lynam and Rodick were also members of the Hancock County Trustees.

The NPS received a \$250,000 appropriation in 1932 to construct the new park road at Schoodic to provide access to the new radio station in 1932. BPR engineer Leo Grossman supervised construction with assistance from engineer Ken Foster. The Kelleher Corporation of Turner's Falls, Massachusetts built the first segment of the road. Finished in November of 1933, it extended from the north side of Frazer Creek to Big Moose Island, and incorporated segments of the old Moore road. The Lane Corporation of Meriden, Connecticut completed the final segment of the new road in early 1935. It extended from Big Moose Island north along Arey Cove to Wonsqueak Harbor on the eastern shore of the peninsula. Initially, investors in lands along the right-of-way at Wonsqueak held by the Winter Harbor Improvement Company were initially reluctant to donate it to Acadia. This was an example of the conflicted attitude of local residents, who were generally supportive of the mandate of the park but also feared the specter of federal encroachment. However, with the full support of NPS Associate Director Arthur Demaray, Superintendent Dorr persevered in obtaining the land, explaining that he wanted to maintain a "parkway character" on the peninsula, free of potential commercial development.³³

The road from Winter Harbor to Big Moose Island was completed by 1934, allowing for the construction of the new naval installation. Plans were drafted based on Navy requirements for one large housing and administration building, in addition to signal reception facilities. Initially, there were several different sites on the island considered by the Navy in the design phase, but ultimately, the footprint for the new station was placed on the eastern side of Big Moose Island. This decision allayed Rockefeller's fears to some extent because the installation would not be visible from Bar Harbor.

Although most of the island remained heavily wooded, the area immediately surrounding the apartment building was designed under the supervision of Charles E. Peterson and George B. Gordon, NPS landscape architects. Grosvenor Atterbury's plans for the new installation received close scrutiny by NPS officials and Rockefeller. The new radio station buildings were designed in the same distinctive French Norman Revival style as

³³ Letter from Samuel Henderson to George Dorr February, 1934. Sawtelle Collections and Research Center, Acadia National Park.

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the carriage road gatehouses, a style chosen for Acadia stemming from Atterbury's tour of many of the western national parks.³⁴ Upon completion, the striking hip-roofed granite and brick apartment building was surrounded by native plantings, a scene reminiscent of the carriage road gatehouses at Acadia. The new 26-acre facility, officially known as U.S. Naval Radio Station, Winter Harbor, was commissioned in February of 1935. The legislation authorizing the transfer also gave the Secretary of the Interior the right to approve the design of buildings and structures added to the new station "in the interest of protecting scenic values."³⁵ The newly completed station consisted of a two-story apartment house, receiving building, radio compass building, powerhouse, and a pumphouse. Two steel radio towers stood nearby.³⁶ Originally intended to be 300 feet high, at the request of the NPS they were shortened to 210 feet to lessen the impact on scenic viewsheds from the park. (Separate National Register documentation has been prepared for the apartment building and power plant, both designed by Grovsnor Atterbury.)

In the coming years, the expanding role of the Navy as a leader in global communication and cryptography was manifested on the Schoodic landscape. World War II caused the new radio station to expand its infrastructure and its footprint on Big Moose Island. With approval from the NPS, the Navy built a number of structures outside of the base on park land, including three antenna arrays. Each array consisted of several poles connected by wires and grounded by heavy cable. Although the NPS was initially reluctant to authorize clearing vegetation around the antennas, it was critical to optimize the performance capabilities of the radio station. Subsequently, the Navy removed some trees and placed a perimeter fence around the naval facility. To accommodate the *de facto* expansion of the radio station during the war, legislation was enacted in 1947 authorizing the transfer of an additional 152 acres on the island from the NPS to the Navy, bringing the base to a total of 178 acres. The language also stipulated that, should this property become surplus to the needs of the Navy, it would revert to the Department of the Interior. In the Cold War years, the rhombic antenna system was expanded to encompass most of the acreage on Big Moose Island. These large groupings of poles and cables created a porcupine-like effect when viewed from a distance. More recently, the

³⁴ The Atterbury apartment building and its powerhouse were determined eligible for the National Register, and the Navy is currently preparing a nomination of these buildings.

³⁵ 49 Stat. 795 enacted August 24, 1935. Initially, the Secretary of the Interior reviewed the Navy plans, but to expedite the process, the responsibility was transferred to the Superintendent of Acadia. NARA College Park, MD Record Group 79 Entry 6, Central Classified Files 1933-39, Box 805, Folder 620.

³⁶ Bar Harbor Times, 12/26/34.

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Navy added many new facilities for administration and housing. The large antenna system was subsequently dismantled. In 1977, Congress passed legislation authorizing the transfer of 81 acres from the Navy back to the NPS, leaving the NSGA Winter Harbor facility with 97 acres, the size of the base today. Although some of the base facilities are occasionally glimpsed from locations along the park road (i.e. the Rockefeller Building from Blueberry Hill), the most conspicuous visual impact from the park is a recently constructed water tower.³⁷

National Park Service Rustic Design and the New Deal Programs

Most of the visitor facilities on Schoodic Peninsula were constructed in a signature NPS rustic design style using labor and funding from the New Deal programs. From 1916 to 1942, landscape architects and landscape engineers worked to ensure that park projects respected the dual mission of the NPS, to both preserve natural scenery and provide for public use. The result was a distinctive NPS rustic design, a style that characterized park development for the first half of the twentieth century. Rustic design principles consisted of the following: protection and preservation of natural scenery; presentation of scenic overlooks and vistas; avoidance of right angles and straight lines in the design of roads, trails, or landscape structures; use of natural materials including native plants, wood, and local granite; and use of rustic construction techniques and methods.³⁸

Benjamin Breeze, the first landscape architect at Acadia, arrived in 1933 prepared to utilize the master planning standards developed by NPS Chief Landscape Engineer Thomas Vint. With Acadia's Deputy Superintendent Benjamin Hadley, Breeze oversaw the construction of park facilities on Schoodic Peninsula until 1943. Breeze's 1941 master plan for Acadia, which he prepared in the mid-to-late 1930s, also included a plan for the peninsula. Breeze saw the peninsula loop road as the unifying element, providing the visitor not only with access to all of the facilities, but also to the numerous scenic viewsheds on the peninsula. A number of revisions to the 1941 plan show that the location of the pullout on the park loop road were carefully considered. Aside from the park road, Schoodic Point was the focus of most of the planning efforts based on the site plans from this period. Other areas received less attention. At that time, Frazer Point

³⁷ Berger and Associates, "Cultural Resource Survey NSGA Winter Harbor," 1999, 18-19.

³⁸ These criteria are adapted from the multiple property listing "Historic Park Landscapes in National and State Parks" by Linda McClelland. Also see *Building the National Parks* by McClelland. Typical designs for park features are well documented in Albert Good's *Park and Recreation Structures* (1938) which includes ideal and prototypical examples the rustic style.

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was not conceived as a prime destination for visitors, but as a boat landing for NPS use. Schoodic Head was primarily intended to provide support for park operations and maintenance. However, the park incorporated pre-existing scenic destinations in the planning effort, including the Schoodic Head summit and the Blueberry Hill area.³⁹

Several New Deal programs provided the opportunity to construct visitor and park facilities to NPS rustic design standards. Beginning in 1933, Superintendent Dorr and his staff capitalized on this influx of labor and funding to complete projects on Schoodic Peninsula. The first Civil Works Administration (CWA) project was initiated in conjunction with the construction of the new park road. Crews opened vistas, cut trees for fire hazard reduction, graded banks, and obliterated parts of the old Moore Road. Additional road work included construction of culverts and headwalls. However, the two programs that had the most impact on park development were projects administered through the Public Works Administration (PWA) and the Emergency Conservation Works Act (ECW).⁴⁰ The ECW program proved so successful that it was extended and renamed the Civilian Conservation Corps (CCC). As the park landscape architect, Breeze supervised the ECW and CCC workers. Many projects were completed on the peninsula by these crews, including construction of road culverts and headwalls, roadside cleanup, surveying, fire hazard reduction, maintenance, landscaping, and construction of visitor facilities and hiking trails. PWA projects provided funding for work on the Schoodic Head road in 1934, at which time crews also constructed the ranger station garage. In 1937, CCC crews cleared a truck or fire access trail along the new powerline in the peninsula's interior, and constructed gates to the radio station. A CWA fire access road left uncompleted on the northern boundary was also finished at this time. Near the close of the New Deal era, some projects at Schoodic were completed using Works Projects Administration (WPA) funds, a mechanism to provide work for skilled labor. In 1940, both the restroom and pumphouse at Schoodic Point were built as WPA projects.⁴¹

³⁹ Unexecuted schemes for the peninsula in the 1930s included: 1) a plan to dam Frazer Creek for use as a lake, and 2) an additional parking loop on Big Moose Island just outside the naval installation. See NARA - College Park MD, Record Group 79 Entry 6, Box 804, Folder 611. Also see memorandum to the NPS director from Charles Peterson dated October 27, 1931, Rockefeller Archive Center, Offices of Monsieurs Rockefeller, Homes-Seal Harbor, Box 84.

⁴⁰ McClelland, *Building the National Parks*, 327-8. Also see NPS Denver Technical Information Center (TIC) files for Acadia National Park.

⁴¹ NARA - Waltham, MA, Record Group 79, Box 16, Plans and Designs, Box 13, General Authority 1933-34; Box 4, Camp Files Schoodic Side Camp 1934-37; Box 3 "Report of CWA Projects at Acadia National Park." Also see Coffin, *Hiking Trail System*, 179, and Meier and Terzis, *Historic Resources of Acadia*.

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The development of Schoodic Peninsula was important enough to warrant the establishment of a special CCC side camp. The War Department typically authorized the establishment of these side camps for construction of fire breaks, extension of trails, installation of fire lookouts, control of tree diseases, and establishment of emergency fire details. The regulations stated that the side camp could not exceed fifty men, and the total number of men at the main camp could not dip below one hundred. The normal duration of a side camp was six months.⁴²

Beginning in 1934, park officials began officially making requests for a CCC side camp on Schoodic Peninsula. At the onset of the CCC program in 1933, there were two camps established at Acadia on Mount Desert Island, NP-1 and NP-2. Although set up to work primarily at state parks, personnel at Camp SP-1 in nearby Ellsworth were also periodically detached to assist with projects at Acadia, including Schoodic. A Schoodic side camp was eventually formed from Camp SP-1.

Initially, approval for the CCC side camp was granted in 1934, although there was no money available for camp supplies. Although the circumstances are unclear, Superintendent Dorr allowed work to proceed on Schoodic Peninsula, dispatching men from Ellsworth. A few months later, work on the peninsula was temporarily halted because Dorr had apparently violated the rules governing side camps.⁴³ After months of bureaucratic wrangling between the Army and the NPS, permission was granted a second time for a side camp in mid-1935. Once again, the lack of funding and supplies created a major obstacle. For many months, Acadia park officials persisted in their requests.

The Schoodic side camp was finally re-established in the summer of 1936 using personnel from the Ellsworth camp. Thus, in addition to Chief Radioman Max Gunn and eleven other men at the naval radio station, Big Moose Island was home to approximately fifty CCC enrollees. The CCC campsite, which consisted of approximately twelve

⁴² Side camps began on a trial basis in 1933. Initially, only twenty men could be detached from the main camp at one time. It was appropriate to set up a side camp as long as there were conditions affecting accessibility, such as distance, road conditions, or bad weather, or any situation that would inhibit supply or evacuation of personnel. NARA - Waltham, MA, Record Group 79, Box 4, Folder 24.

⁴³ Dorr received letters in November from Colonel W.P. Ennis in Boston, the first, stating that the parent camp could not be reduced below one hundred men. A second letter stated that at the request of P. Boylan, assistant to Ellsworth CCC Camp Superintendent E. E. Smith, the Schoodic camp was closed. NARA - Waltham, MA, Record Group 79, Box 4, Folder 4.

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buildings and structures, was located north of the radio station in a cleared field.⁴⁴ The Schoodic side camp operated until its closure in the fall of 1937. The NPS granted the Navy permission to remove the abandoned camp on Big Moose Island in 1941, and the structures were subsequently demolished by WPA crews.⁴⁵

After Breeze's departure in 1943 and the end of the New Deal programs, few additions were made to the Schoodic landscape. At the end of the New Deal era, the second epoch of major design work for the park occurred during the Mission 66 period, which extended from the end of WWII to the mid-1960s. On Schoodic Peninsula, only a few projects were completed at this time. These included the "permanent" Frazer Creek Bridge, constructed in the mid-1950s, and the Frazer Point picnic area, constructed in 1964 under the Mission 66 program.⁴⁶ With few exceptions, the peninsula remains as it was in the early 1940s.

⁴⁴ Although the men were initially housed in tents, the extension of the camp through the winter months required construction of a barracks. Applications list a messhall, kitchen, recreation hall, shower room, and latrines. There was a spring and at least one artesian well nearby, in addition to electricity, telephone, excellent drainage, and a paved road. Correspondence from Superintendent Dorr suggests that at least some of the camp buildings, were constructed using lumber from the decommissioned Otter Cliffs radio station in Bar Harbor. See CCC camp applications, NARA Waltham, MA, Record Group 19, Box 4, Folder 24.

⁴⁵ A 1941 letter from Max Gunn to the public works officer at the First Naval District in Boston mentions that one newly constructed building at the Schoodic radio station, a garage (building #223), was constructed of lumber salvaged from the deserted CCC camp. NARA – Waltham, MA, Record Group 79, Box 4 Camp Files.

⁴⁶ In anticipation of the fiftieth anniversary of the National Park Service in 1966, the agency undertook a major program, beginning in the mid-1950s, to upgrade park facilities throughout the system. Many of the Mission 66 projects focused on developed areas, in order to add additional restrooms, improve access, or upgrade utilities. Many large projects were pushed to meet the 1966 deadline, resulting in greater uniformity of design and materials, and loss of site and regional specificity. H. Eliot Foulds, *Cultural Landscape Report for Blackwoods and Seawall Campgrounds, Acadia National Park, History, Existing Conditions, Analysis & Treatment Recommendations*. Cultural Landscape Publication No. 11. (Boston, Mass.: National Park Service, Olmsted Center for Landscape Preservation, 1996), 39.

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Historic Resources of Acadia Multiple
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Boundary Description

The boundary line is indicated on the USGS map.

Boundary Justification

Acadia National Park owns 2,366 acres on Schoodic Peninsula. The Historic District encompasses 1,083 acres along the shore line and the south-east portion of the peninsula and includes all of the constructed resources. The remaining 1283 acres on the peninsula consists of the 178 acre former naval reserve property, and 1105 acres that remain in a natural state.

The 5.8 mile, u-shaped park loop road extends from the north side of Frazer Creek south to Big Moose Island and north along Arey Cove to Wonsqueak Harbor on the eastern shore of the peninsula. A segment off the main loop provides access to the former navy base on Big Moose Island and terminates in a turn-around. The boundary of the historic district extends from the point where the inland edge of the constructed road bed meets the original grade, to the coastline, with the exception of the portion of the road between Schoodic Head Road and the juncture of East Trail with the loop road. Along this segment, the inland boundary extends to the northern edge of Schoodic Head Road and East trail. In addition to Schoodic Head Road and East Trail this area includes Schoodic Head, and Anvil and Alder trails, together with the intervening natural area.

The 1.8 mile long and 15' wide CCC truck trail departs from the loop road just after Frazer Point Bridge and terminates in a dead end. The boundary is defined as the point where the constructed feature meets the original grade.

Although park development and the establishment of the naval base had their origin in the same event, they have distinct histories of use and management. Established in 1934, the 178 acre former Naval Base, located on Big Moose Island was transferred in the NPS in two parcels. Initially 81 acres were transferred in 1977, followed by the remaining 97 acres in July, 2002, when naval base was decommissioned in 2002?

The buildings, structures, and landscape at the Naval Security Group Activity on Big Moose Island were evaluated in consultation the Maine State Historic Preservation Officer. In a letter dated December 8, 1999, the State Historic Preservation Officer concurred with the Navy's findings that only the Buildings I and 2, designed by Grosvener

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Historic Resources of Acadia Multiple
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Atterbury, were eligible for listing in the National Register. Documentation has been prepared and reviewed by the Maine State Historic Preservation Officer. National Register listing is pending.

Boundary, UTM Coordinates, cont'd

E	<u>19</u>	<u>574783</u>	<u>4911056</u>
	Zone	Easting	Northing
F	<u>19</u>	<u>575313</u>	<u>4911480</u>
	Zone	Easting	Northing
G	<u>19</u>	<u>575919</u>	<u>4911854</u>
	Zone	Easting	Northing
H	<u>19</u>	<u>576523</u>	<u>4912816</u>
	Zone	Easting	Northing
I	<u>19</u>	<u>576660</u>	<u>4912849</u>
	Zone	Easting	Northing
J	<u>19</u>	<u>576343</u>	<u>4912374</u>
	Zone	Easting	Northing
K	<u>19</u>	<u>576135</u>	<u>4910444</u>
	Zone	Easting	Northing
L	<u>19</u>	<u>576149</u>	<u>4909860</u>
	Zone	Easting	Northing
M	<u>19</u>	<u>574780</u>	<u>4909239</u>
	Zone	Easting	Northing
N	<u>19</u>	<u>575015</u>	<u>4909398</u>
	Zone	Easting	Northing
O	<u>19</u>	<u>575209</u>	<u>4909865</u>

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Hancock County Maine

	Zone	Easting	Northing
P	19	574906	4910324
	Zone	Easting	Northing
Q	19	573638	4910824
	Zone	Easting	Northing
R	19	573504	4913281
	Zone	Easting	Northing

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AddendumHistoric Resources of Acadia Multiple Property Listing
Hancock County, Maine**LIST OF PHOTOGRAPHS**

With the exception of # 3, all photographs were taken by the Olmsted Center for Landscape Preservation, National Park Service. Photo #3 was reproduced from a print courtesy of the Rockefeller Archive Center, North Tarrytown, New York. Negatives for the remaining photographs are archived at Acadia National Park, P.O. Box 177, Bar Harbor, ME 04609.

Photograph #	Date	Subject	View
1A	May 2000	Frazer Point entrance road and covered water fountain	NE
1C	August 2001	Frazer Point restroom	SE
1E	May 2000	Frazer Point pier	W
2A	May 2000	Schoodic Head entrance road showing rustic guardrail	N
2B	May 2000	Schoodic Head summit loop	S
2C	May 2000	Schoodic Head ranger station and radio tower	NW
2D	May 2000	Schoodic Head garage	NW
2E	May 2000	Schoodic Head retaining wall and rustic guardrail	E
2F	August 2001	Schoodic Head weather station	NW
2H	May 2000	Schoodic Head pumphouse (replica of earlier WPA structure)	N
2I	May 2000	Schoodic Head modern pumphouse	W
3	ca. 1933	Schoodic Point granite shoreline	E
3A	May 2000	Schoodic Point entrance road	NE
3B(1)	May 2000	Schoodic Point parking area	SE
3B(2)	May 2000	Schoodic Point parking area slab steps and retaining walls	N
3C	May 2000	Schoodic Point WPA restroom	W
3D	May 2000	Schoodic Point WPA pumphouse	N
3E	May 2000	Schoodic Point service road to restroom	E
3F	May 2000	Schoodic Point memorial plaque honoring John G. Moore	N
3G	May 2000	Schoodic Point trail to restroom	E
3H	May 2000	Schoodic Point wayside signage	S
4A	May 2000	Blueberry Hill entrance road	E
4B	May 2000	Blueberry Hill parking area	SW
5A(1)	May 2000	Schoodic loop road and coping stones (Wonsqueak segment)	S
5A(2)	May 2000	Schoodic loop road and typical paved pull-off	N
5D	August 2001	Gravel pull-off	SW
5H(1)	May 2000	West Pond causeway to Big Moose Island	S
5H(2)	August 2001	View of marsh from West Pond causeway	E
5J	August 2001	East Pond causeway culvert	SE
5K	May 2000	CCC road and typical NPS gate and signage	E
5L	August 2001	Service road	S
5O	May 2000	Frazer Creek bridge at park entrance	S
6A	May 2000	Anvil/East Trails – typical vista to the east	E
6B	May 2000	Alder Trailhead	E
6C	May 2000	East Trail	W
6D	May 2000	Schoodic Head Trailhead	S

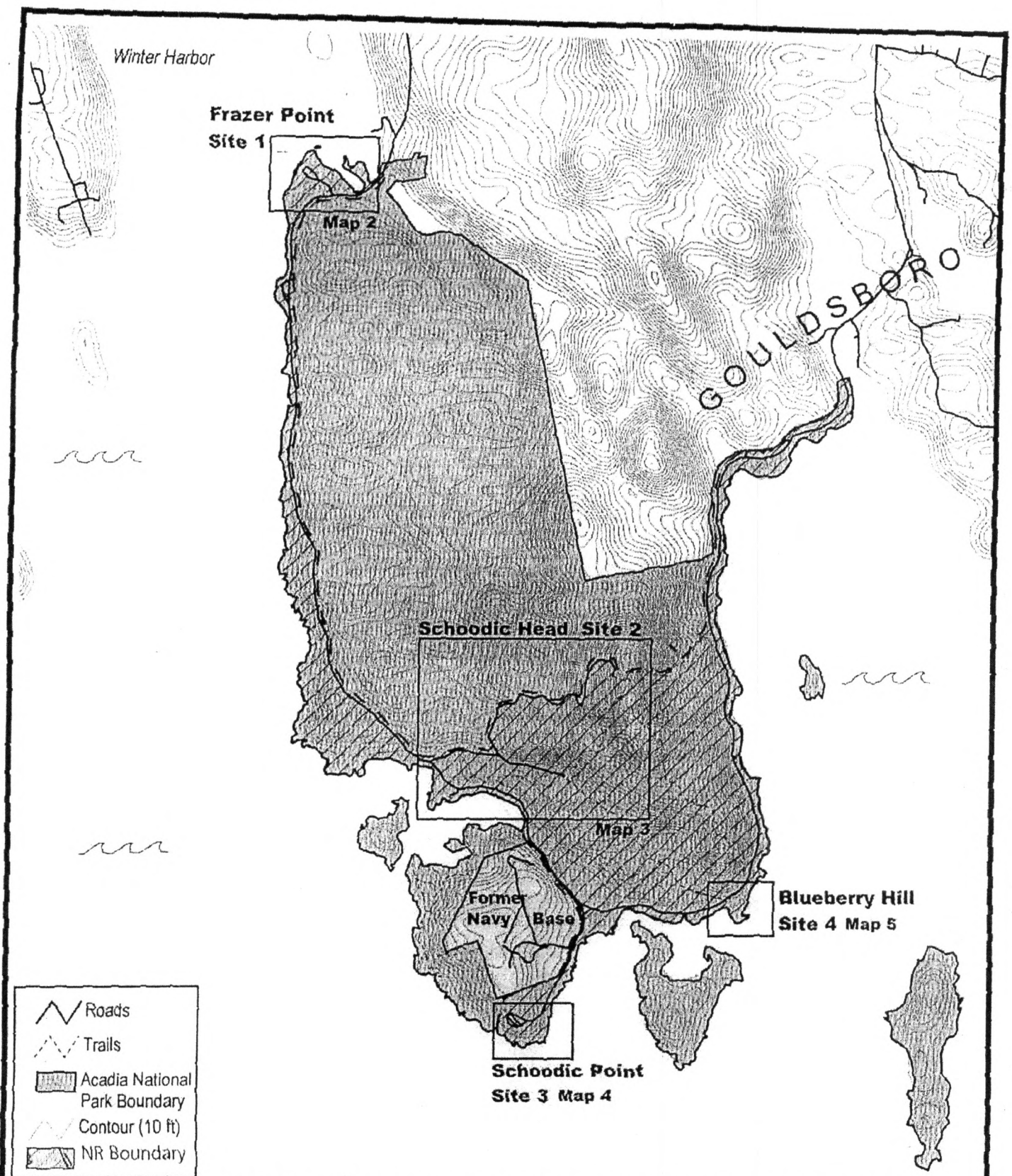
Schoodic Peninsula Historic District
National Register District Data Sheet
Non-Contributing Resources

NAME	NR PROPERTY TYPE	DATE	LCS ID#	MAP/PHOTO NUMBER
BUILDINGS -2				
Ranger Station at Schoodic Head	Building	1931, altered post-1984		2C
Restroom	Building	2000		1C
SITES -1				
Frazer Point Development Area	Site	ca. 1963		1
<i>Non-historic Associated Features</i>				
<i>Entrance Road</i>				1A
<i>Parking Area</i>				1B
<i>Pier</i>		footings 1930s; repairs 1981		1E
<i>Frazer Creek Bridge</i>		1933; altered 1990		5O
STRUCTURES - 5				
Weather Station	Structure	post-1958		2F
Radio Tower	Structure	post-1958		2G See also 2C
Pumphouse	Structure	post-1984		1D
Pumphouse	Structure	1970s		2H
Pumphouse	Structure	1990s		2I
TOTAL NON-CONTRIBUTING RESOURCES - 8				

Schoodic Peninsula Historic District
National Register District Data Sheet
Contributing Resources

NAME	NR PROPERTY TYPE	DATE	LCS ID#	MAP/PHOTO NUMBER
BUILDINGS - 3				
Schoodic Head Garage	Building	1934		2D
Schoodic Point Restroom	Building	ca. 1940	41088	3C
Schoodic Point Pumphouse	Building	ca. 1940	41087	3D
SITES - 8				
Schoodic Head	Site	ca. 1930		2
Schoodic Point	Site	ca. 1930		3
Schoodic Point Trail (to restroom)	Site	ca. 1940		3G
Blueberry Hill	Site	ca. 1935		4
Anvil Trail	Site	ca. 1937		6A
Alder Trail	Site	pre-1930		6B
East Trail	Site	ca. 1933		6C
Schoodic Head Trail	Site	ca. 1937		6D
STRUCTURES - 3				
Schoodic Loop Road System	Structure	1933		3A,B,E; 4A,B; 5A,D,H, J,I,O
<i>Historic Associated features</i>				
○ <i>Loop Road</i>		<i>1933-35</i>		<i>5A</i>
○ <i>Pullouts</i>		<i>1935</i>		<i>5D</i>
○ <i>Schoodic Point Entrance Road</i>		<i>ca. 1934</i>		<i>3A</i>
○ <i>Schoodic Point Parking Area (including steps and retaining walls)</i>		<i>ca. 1934</i>		<i>3B</i>
○ <i>Schoodic Point Service Road</i>		<i>post-1933</i>		<i>3E</i>
○ <i>Blueberry Hill Entrance Road</i>		<i>ca. 1935</i>		<i>4B</i>
○ <i>Service Road</i>		<i>ca. 1935</i>		<i>5L</i>
○ <i>Service Road</i>		<i>ca. 1935</i>		<i>5M</i>
○ <i>Service Road</i>		<i>ca. 1935</i>		<i>5N</i>

NAME	NR PROPERTY TYPE	DATE	LCS ID#	MAP/PHOTO NUMBER
Schoodic Head Roadway	Structure	ca. 1930		2A,B,E
<i>Historic Associated features</i>				
o <i>Entrance Road</i>				<i>2A</i>
o <i>Summit Loop</i>				<i>2B</i>
o <i>Retaining Wall</i>				<i>2E</i>
CCC Truck Trail	Structure	ca. 1937		5K
OBJECTS – 1				
John Godfrey Moore Memorial Plaque	Object	ca. 1937	41362	3F
TOTAL CONTRIBUTING RESOURCES 15				

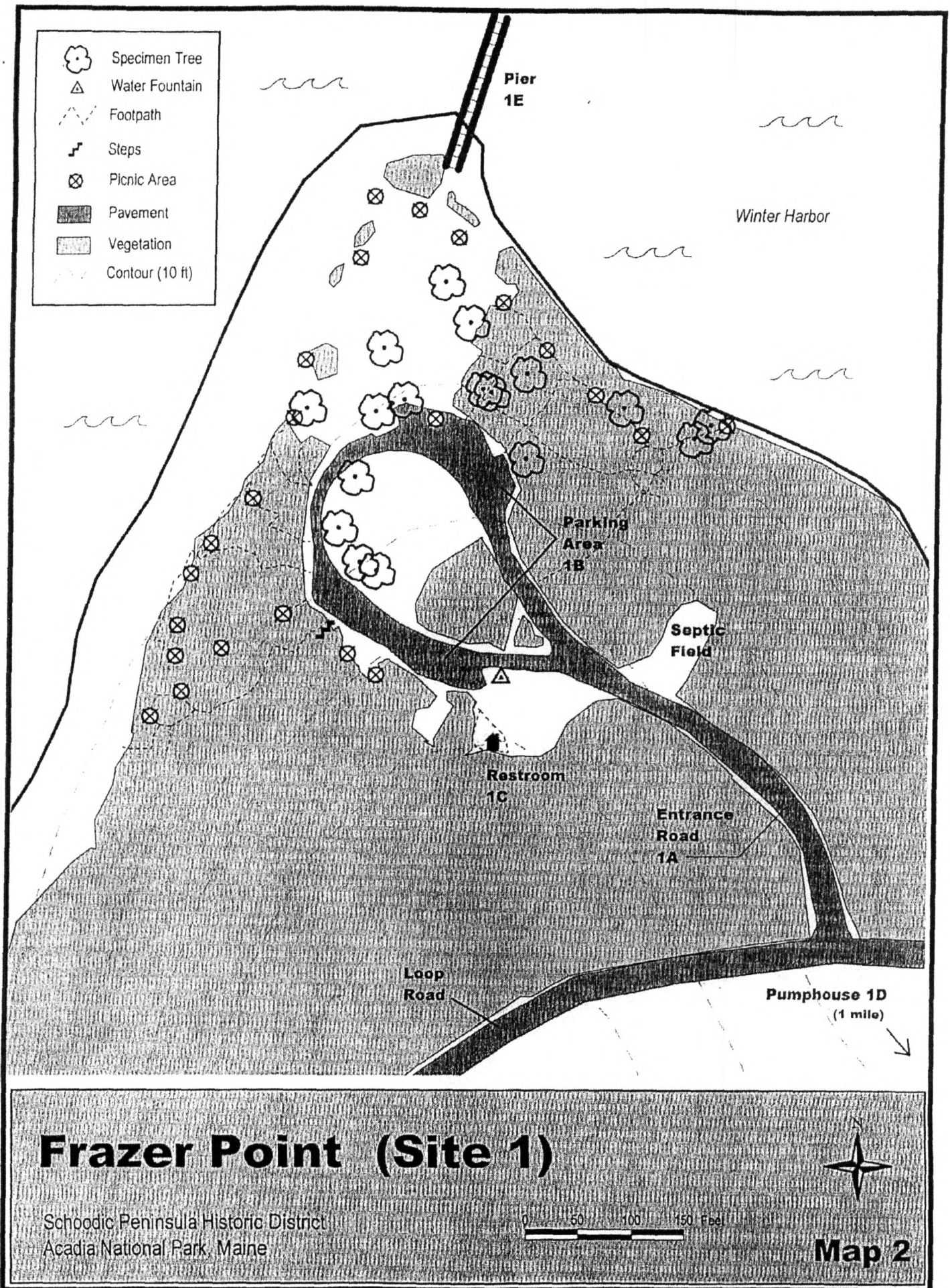


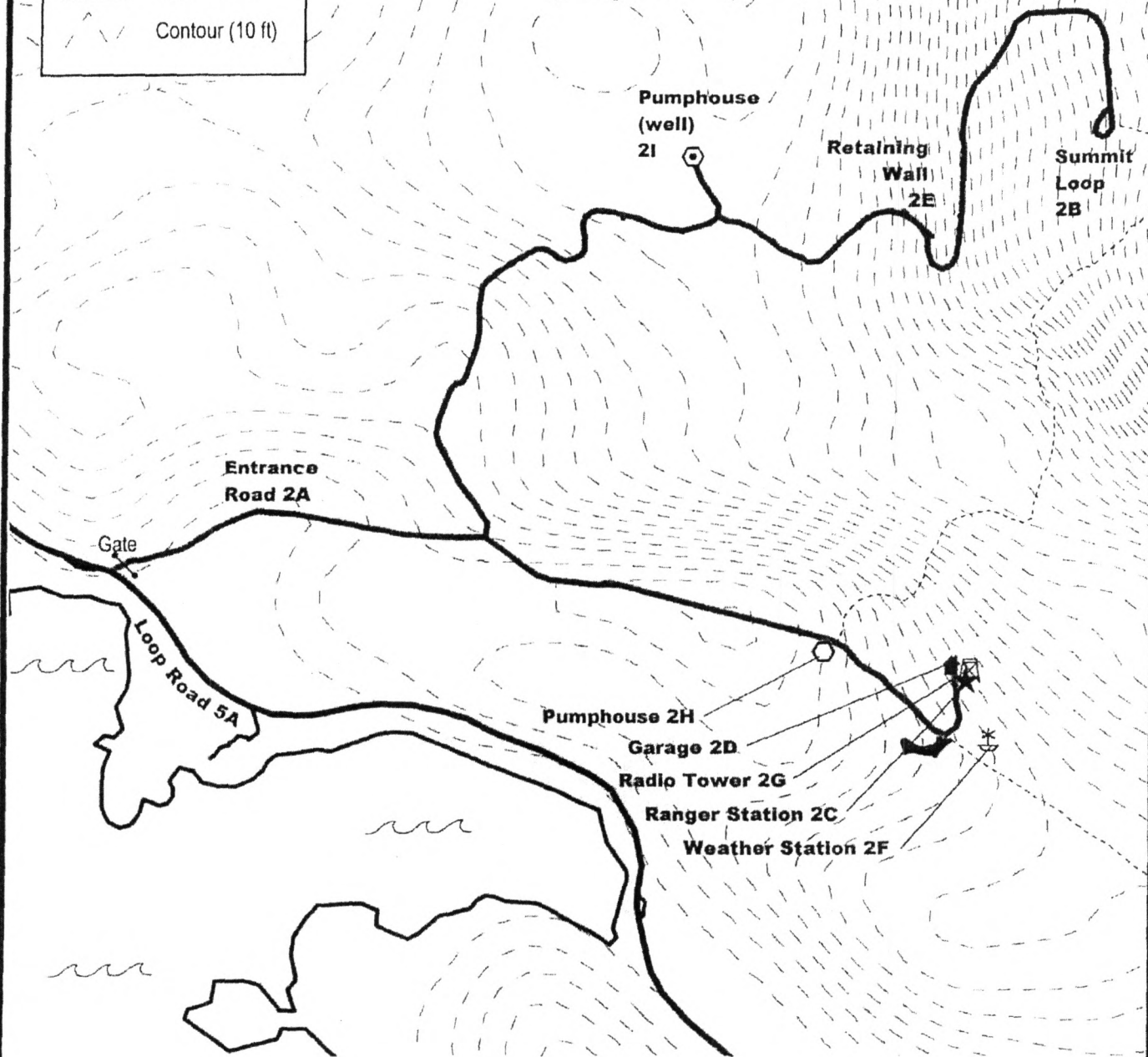
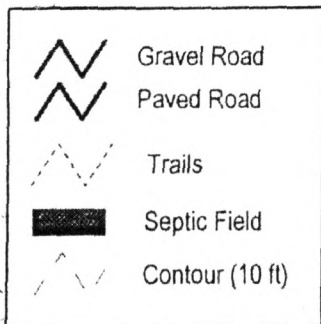
National Register District Sites

Schoodic Peninsula Historic District
Acadia National Park, Maine

0 0.2 0.4 0.6 0.8 1 Miles

Map 1





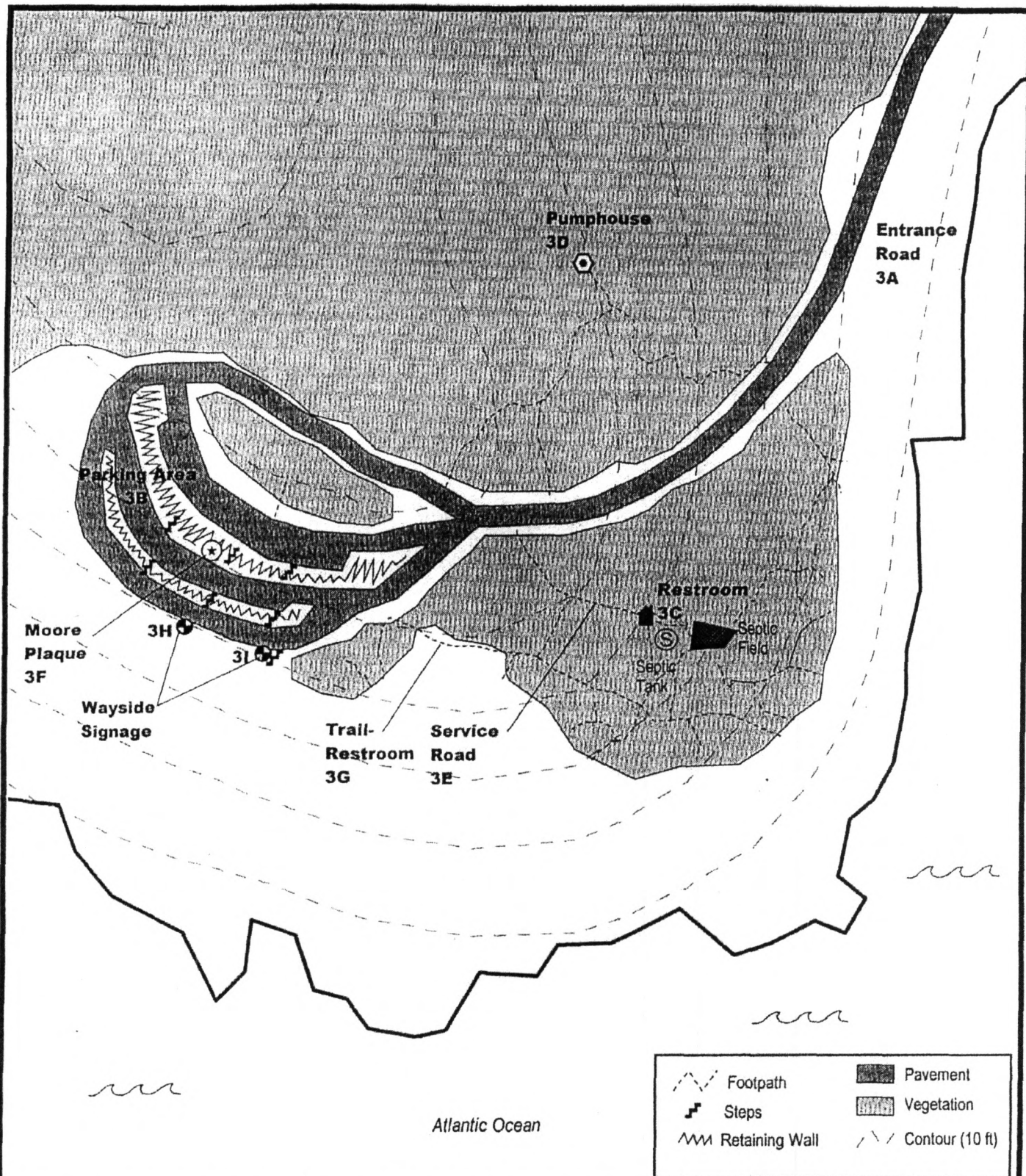
Schoodic Head (Site 2)

Schoodic Peninsula Historic District
Acadia National Park, Maine

0 500 1000 Feet



Map 3



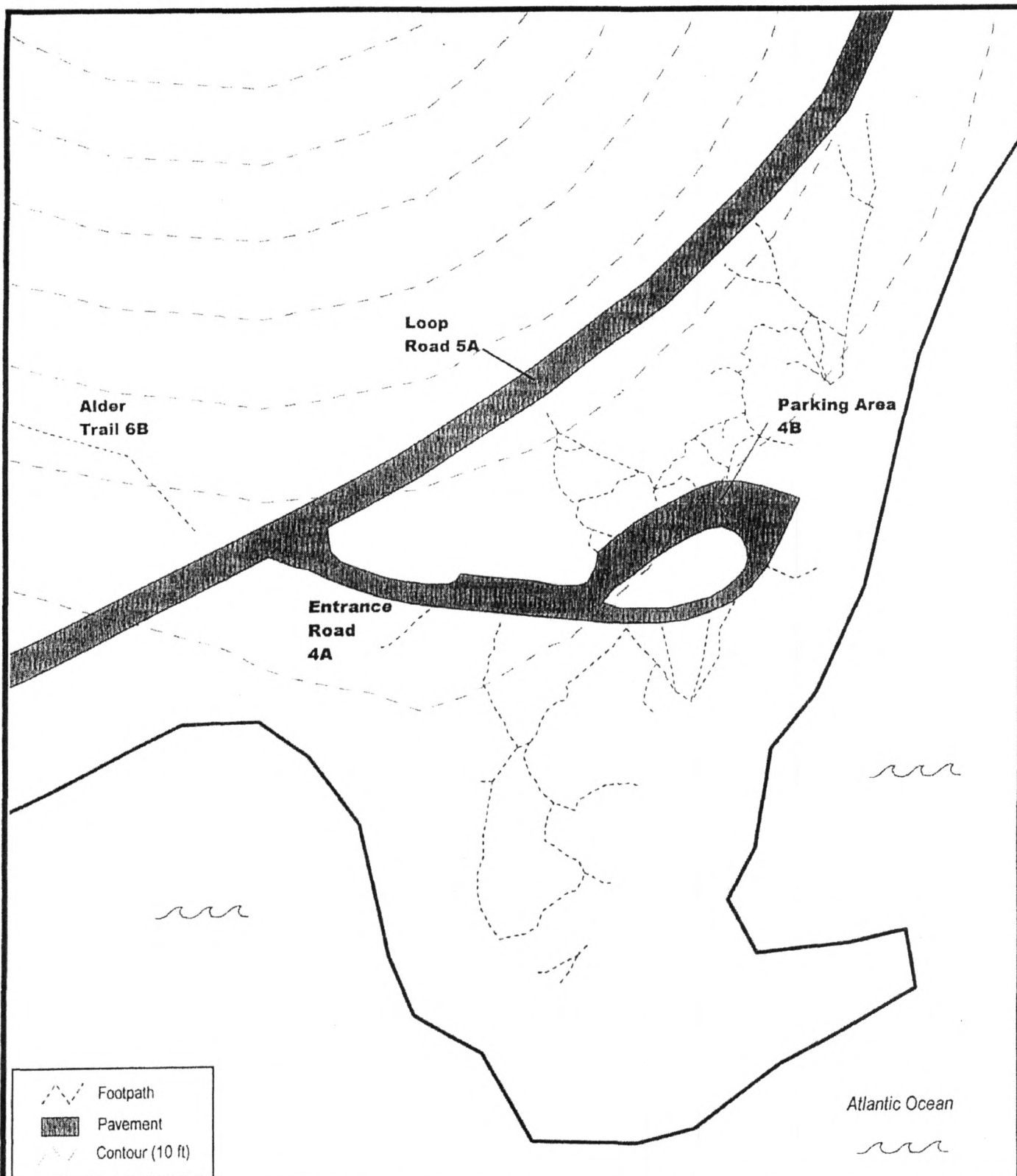
Schoodic Point (Site 3)

Schoodic Peninsula Historic District
Acadia National Park, Maine

0 50 100 150 Feet



Map 4



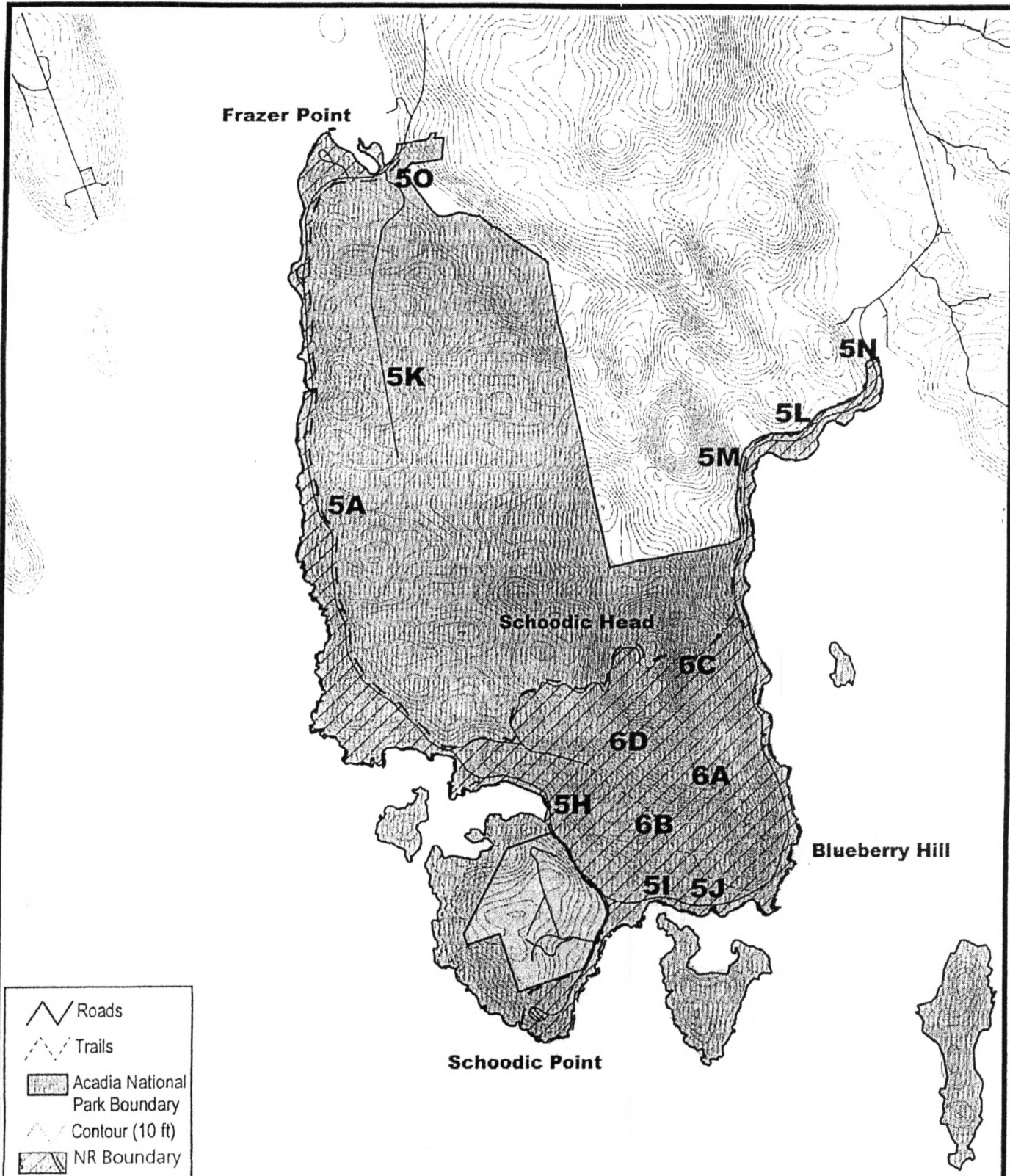
Blueberry Hill (Site 4)

Schoodic Peninsula Historic District
Acadia National Park, Maine

0 50 100 Feet



Map 5



National Register District

Roads & Trails

Schoodic Peninsula Historic District
Acadia National Park, Maine

0 0.2 0.4 0.6 0.8 1 Miles



Map 6